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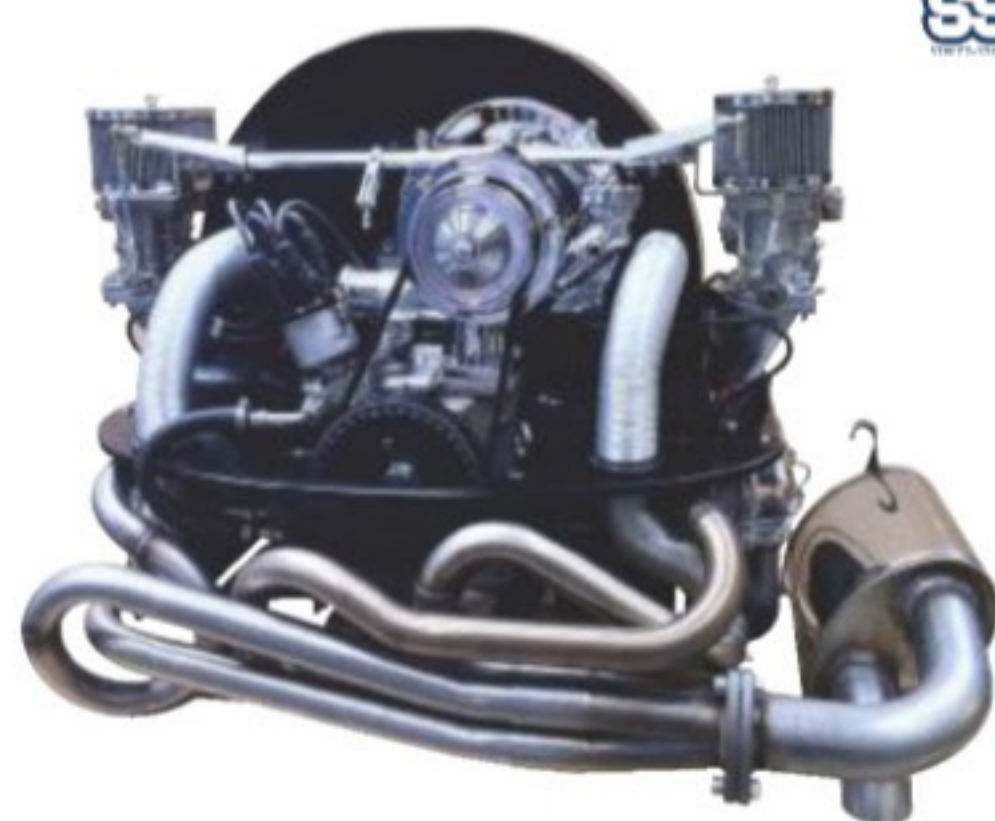


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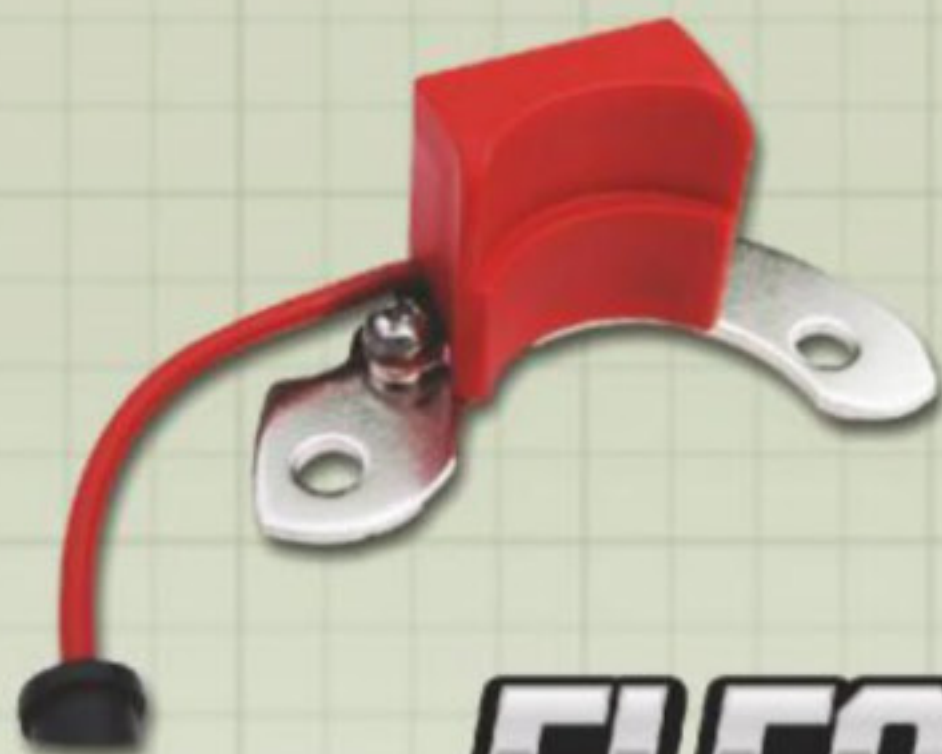
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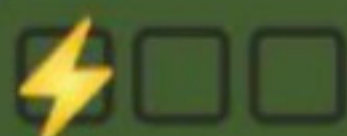
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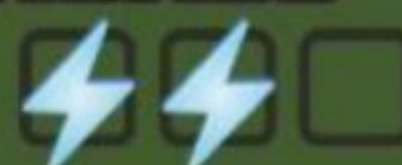
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PRACTICAL
VOLKSWorld



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WELCOME TO THE MAG

Do you ever think about playing away? I don't mean cheating on your partner, but owning something that isn't a VW?

I know it's a terrible thing to admit, what with me being the editor of a magazine dedicated to the things and all, but I can't help myself.

I'm sure I'm no different to a lot of petrolheads in that I appreciate a lot of makes and models of cars, but I've never quite been able to bring myself to pull the trigger and break out from my comfort zone. But, I'm finding myself increasingly drawn to the idea of owning something else. I'd keep the Penny Pincher of course – a chap needs a Beetle in his life at all times – but the allure of playing with something different is hard to resist.

I know I'm not alone in feeling this way. I know loads of people who've got into old Yanks and Porsches as a sideline to their VW obsession, but what would I go for? Currently, I have a massive stalk for a Series One Land Rover. Especially as there seem to be a fair number of patina'd examples out there for not unreasonable money.

I know, I know! Everyone keeps telling me how God awful they are to drive, but it doesn't make any difference. The Land Rover crowd don't do the whole patina thing so, by my estimation, I could buy something cool without the scene tax. I guess I just fancy a bargain, and they've all but disappeared from the VW scene these days. I reckon the Willys Veep in this issue is the perfect middle ground. Now there's a thought...

Talking of bargains, it's not too late to bag a Christmas subscription for a knock-down price. Get yourself to p62 for more info and grab one today. ■

James
James Peene
Group editor

New VeeWee parts and accessories catalogue

VeeWee, the founding division of GSF Car Parts, have just released their latest catalogue. This glovebox-sized catalogue is packed with over 120 pages of every essential air-cooled product needed to keep your Beetle, Camper or Karmann Ghia on the road. Of the hundreds of parts, there are an array of stainless steel exhausts that are guaranteed for as long as you own the vehicle, reconditioned Type 2 steering boxes, Bay Window axle beams and fuel tanks, brake and alternator conversion kits, plus top quality door and window seals. High quality repair panels, including Beetle floorpans and genuine VW Bay wheelarches, are now available, too. The emphasis is on quality, with German original equipment (OE) parts manufacturers such as Elring, Sachs, LuK, Hella, Boge and Bosch featuring heavily.

You can request a printed catalogue or download a PDF copy online at www.veewe.co.uk. Alternatively, call any one of the 74 GSF Car Parts branches located across the UK and they'll be happy to send you one.



VW scrapyards for sale

Here's something you don't come across every day. A recent advert placed on craigslist.com offered for sale the contents of a VW-only scrapyard in Fresno, California, which has been trading for some 50 years. As it stands there are thousands of parts and over 65 VWs being offered as a job lot. Whatever isn't sold will be crushed. Don't get too excited though, it's not full of barnfind Ovals and Barndors, Mike Pye stopped by in 2004 and reports it was mostly Super Bugs and heavily accident damaged cars even then, so we suspect the good stuff went a long time ago. We're sure there's parts worth having, but you're going to need a big transporter, and a lot of space...

Discovered

Here's a nice unrestored 1956 Oval Window that went under the hammer at RM Auctions in Hershey, Pennsylvania in October. It came from the infamous A-to-Z collection of American John Moir

As the name suggests, Moir's collection is unique in that each car in it represents a letter of the alphabet. This Beetle, representing the letter V, was purchased new in 1956 by Moir's father who used it sparingly himself and loaned it to visiting family members to get around town. When he finished driving the Beetle, it was passed through the family before settling in his son's collection. As the pictures show, it was stored in a dusty barn and was offered for sale in its barnfind state, with no reserve. RM Auctions put an estimated value on it of between \$5,000 and \$10,000 but, when the hammer fell, it only reached \$4,950 (a shade over £3,000). Ignoring the current 'scene tax' on 'patina' cars, we'd say that's a fair price for a one family owned, original (but not 100% complete) Oval.



^ US-spec car has towel rail bumpers and bullets in place of semaphores

< L227 Strato Silver with blue leatherette is a lovely combination

> It's good, but as not as good as it looks. It's had a whack in the front and there's rust in places, but hey, it's a 59-year-old car





◀ Get out there, support your local swapmeet and put those parts you're never going to use into the hands of people who will, and some money in your pocket in the process

✓ How is this ever worth £50? Steve sold one the same for a fiver and made two people happy



Happy days

Mike finds selling up to be a cathartic experience

There was a time when happily being up at 5am on a Sunday meant I'd had a good night out, but it was with a spring in my step I awoke at just that time and, shortly after, left the house in the wind and rain of a November morning, heading for Slough, my system free of inclusions – well, no one counts caffeine do they? – and excited about the prospect of the day ahead. I found a similarly buoyant Steve at the workshop, loaded with booty and ready for the off. Travelling in convoy at Steve speed, we arrived at our destination half an hour before the doors were opened and met many equally cheery people. 10 minutes later, the first pre-arranged deal had been completed, so that was one happy customer, one less set of wheels to carry into the hall and a few crisp notes in my pocket. It was going to be a good day.

Some eight hours later, it was all over bar the counting. In between I'd had one of the most exhilarating, enjoyable and sociable days I've had at a VW show for years. I've talked before about the escalating prices of VW parts, so Steve and I made a couple of rules prior to the swapmeet – no rusty shite and no speculative pricing. We were there to sell, and to make sure we went home with less than we took, partly to clear some unwanted stock and free up a bit of space, partly to gather some funds to keep our various projects rolling.

Steve decided to price up some of his parts, I opted to indulge in a bit of amateur psychology and go without advertised prices on anything. Put what some may feel a high price on one item, I figured, and there's a risk people won't

“ The bottom line is they're worth-less sitting on a shelf ”

What do you think?

Do you agree with the ex-ginger Oracle, or do you think he's talking twaddle? Join the debate by emailing us at volksworld@ipcmedia.com

ask about other parts as they assume everything will be expensive. I think it worked too, and I discovered there's nothing quite like the feeling of hitting someone with an unexpected lowball price when they're gearing up to try and beat you down. We even gave a couple of items away, and that really felt good. It wasn't done for altruistic reasons, but I like to think a few people left our stall that day with smiles on their faces, genuinely happy with what they'd paid for whatever it was they'd bought.

The crate-o-shite

I wasn't surprised to see some of the cheeriest punters were the ones who found a nugget or two in what we called the crate-o-shite. It wasn't, it was just odd bits and pieces we had no use for, but clearly others did. Believe it or not, I sold a broken GT Beetle badge to two different people – one had the Beetle bit and the GT bit went in a job lot of parts to another gentleman. It only netted me a pound or so, but the pounds add up and are of infinitely more use to me than that busted badge will ever be.

Having done a bit of background research prior to the event, I had a reasonable idea of what most of the stuff I had to sell was “worth”, but here's a little case study for you: I've had a Porsche 914 rev counter for years. I don't even know where it came from, but I've taken it to odd shows and never managed to sell it. I even put it on eBay once about six years ago, but no takers. A few seconds on eBay and thesamba elicited a number of similar items for sale for between £130 and £165. Mine still had the price I'd been asking for it all these

years written on it – £45, so I resolved to keep it at that price and hopefully get shot of it. And what do you think was the first thing to sell? Result. Everyone's a winner. Maybe I could have got more for it but, had I marked it up in line with current internet trends, I'm 100% sure I'd still have the damn thing on the shelf, where it is worth precisely nothing to me. And that's one of the most valuable lessons I learnt through this exercise. I'm as guilty as anyone of justifying my hoarding habit by claiming things I own are worth however much, but the bottom line is they're worth-less sitting on a shelf or, worse, decaying in a cold, damp environment, like most British garages. Agreed, some parts, and some cars, increase in value without you having to do anything, but these are rare fluctuations in market trends, and, with the possible exception of VW Buses of late, the really big gains tend only to be made on things that were rare / desirable / expensive in the first place. And let's not forget very few people have genuinely free storage at their disposal. If you are paying for a lock-up, or space in a workshop, or even just increased insurance premiums to cover your stash, that hoarded part is costing you money on a daily basis.

Like a pair of Scrooges, at the end of the day Steve and I afforded ourselves the thrill of counting our takings. He came out of it £640 better off, me a shade over £1,500. That was nice, of course, but the most exhilarating part of the day was unloading two light crates and just one set of wheels back into my garage at the end of the day. Yep, that was a good day. ■

EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld@timeinc.com



Three generations of New Waves members celebrating 25 years

New Waves V-Dub club

25th anniversary camp out

Words Howard and Lizzie Blenkiron Photos Dan Pullen

In 1987, friends Howard Blenkiron and Gary Rhind-Eglese shared a passion for air-cooled VWs, especially the California Look (not so common in south London during the 1980s!). With no local club in the area catering for this, they decided to start their own, and by 1989 New Waves V-Dub Club was born. Meeting locally on a Thursday night and monthly at the Chelsea Cruise, within a couple of years the club grew from a small group to become one of the largest and most well-known clubs in south London. At one point it seemed every air-cooled VW had a New Waves decal stuck in their back window!

As the club and VW scene grew, New Waves started to attend more shows, culminating in winning the trophy for Best Club at the first *VolksWorld* Show in 1992, a feat repeated no less than five times since. As the years have passed, the club has become smaller, mainly due to changing lives and commitments. We are now at a more manageable size of around 50+ members.

The club still meets every other Thursday night, but now at The Chequers in Walton-on-the-Hill. Although times and places have changed, friendships haven't, and there is still nothing better than catching up to discuss new projects and reminisce about good times shared.

Last winter over a few pints, thoughts turned towards the next year's shows, and it seemed fitting to celebrate 25 years of being a club by having a family camping weekend. The anniversary provided the perfect excuse to pull together members from Surrey, Kent and Essex for a weekend of celebrations.

The best thing about the club is over the last 25 years the members have all become good friends, which is what the club and VW scene is all about. ■



▲ Awesome 25th anniversary celebration cake, made lovingly by June McDonald

▼ Andy and Kay Snelgrove's '71 Early Bay Dormobile in full camping mode



EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld@timeinc.com

CLUB SCENE

NAME: NewWaves V-Dub Club
MEET: Fortnightly at The Chequers, Chequers Lane, Walton-On-The-Hill, Surrey KT20 7SF, from 8.30/9.00pm
MEMBERS: 50+
SOCIAL MEDIA: Facebook.com/New Waves V-Dub Club



▲ Uncle Roger, chilling with his Early Bay Westy



◀ Mark McDonald's black Cal Look '72 Karmann Ghia. Full feature coming soon

▼ The New Waves guitar, as played by Tom Owen



▲ Roger and June McDonald cooking up a storm. Hopefully not in the toilet tent!



▲ Scott Carter hanging out in his well-known '54 Barndoor, his hotel for the night

➤ Jamie and Lisa Carter's '77 Devon Moonraker

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PRODUCTS

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Christmas is coming, the goose is getting fat, so here's some cool present ideas



< Skid plates

From: bugpeople.nl Price: £27

If you run your car low but don't like the idea of having to repair your framehead after every trip, these skid plates are the way to go. They come with bolts, spring washers and one extra goodie...



^ Illuminated signs

From: aircooledaccessories.com Price: £64

Brighten up your rear with one of these cool repros of the 1960's SWF originals. The scripting is printed on the back so the front has a high gloss finish and they're watertight so they'll keep working even in the worst weather. Available with 6V or 12V bulbs



^ ob1 tees

From: theob1.co.uk Price: £22

These inspired snowflake and semaphore t-shirts are designed and hand screen printed by Brett Elesmore. The 100% cotton tees come in black, white and grey and are awesome. Check the web for more



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From: magazinesdirect.com/CEN4 Price: see website

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< Roadtrip t-shirt

From: t-lab.eu Price: £25

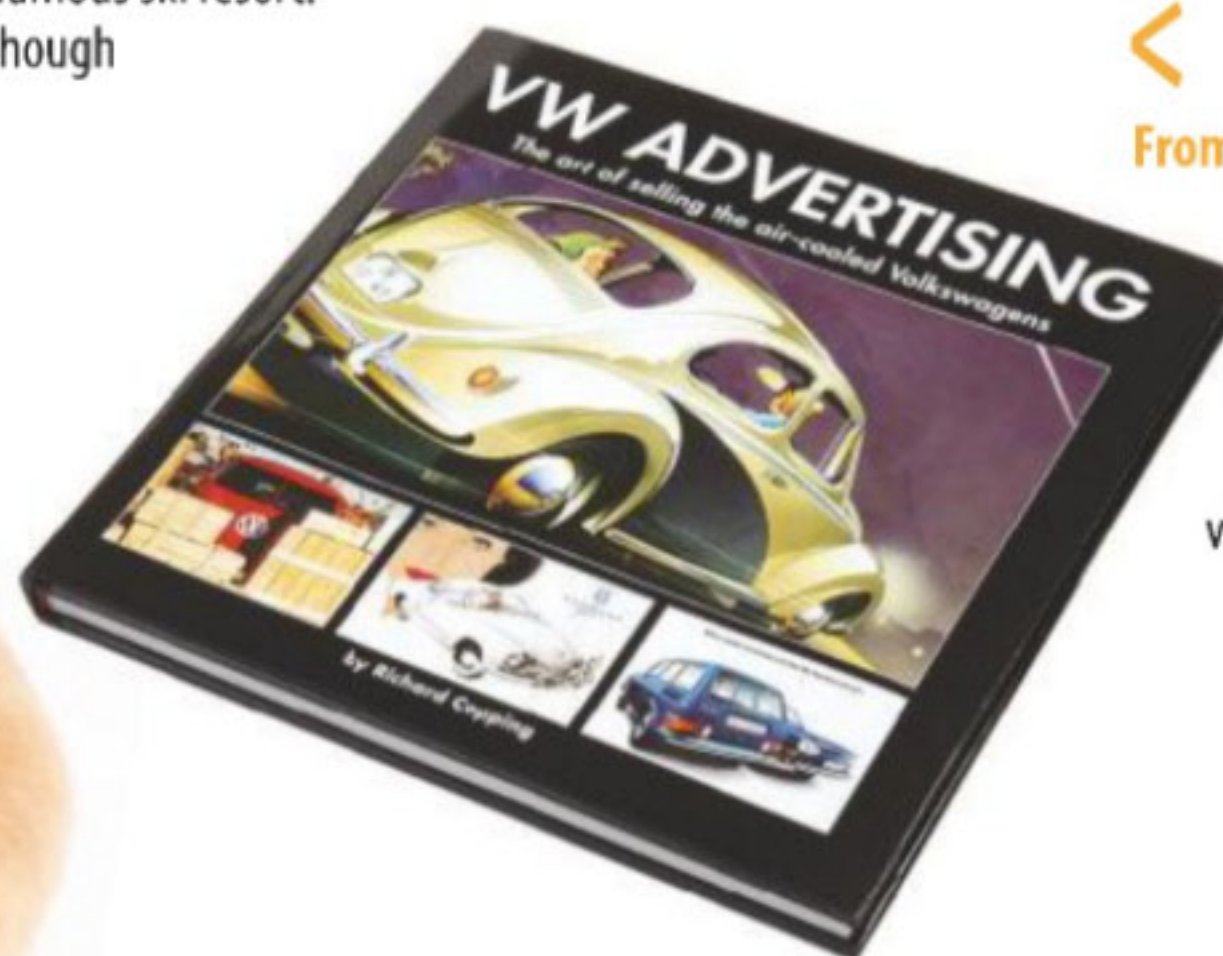
Roadtrip Garmisch-Partenkirchen is the first in a new series of 'Roadtrip' t-shirts from t-lab. Complete with skis and ski rack, they reckon they're the garment to be seen in in Garmisch-Partenkirchen, Germany's most famous ski resort. They look good in Croydon too though



< VW Advertising

From: herridgeandsons.com Price: £30

If vintage ads from the likes of Bernd Reuters and Doyle Dane Bernbach get you hot under the collar, this latest offering from Dick Copping is sure to delight. *VW Advertising: the art of selling the air-cooled Volkswagens* is a visual treat for any VW lover

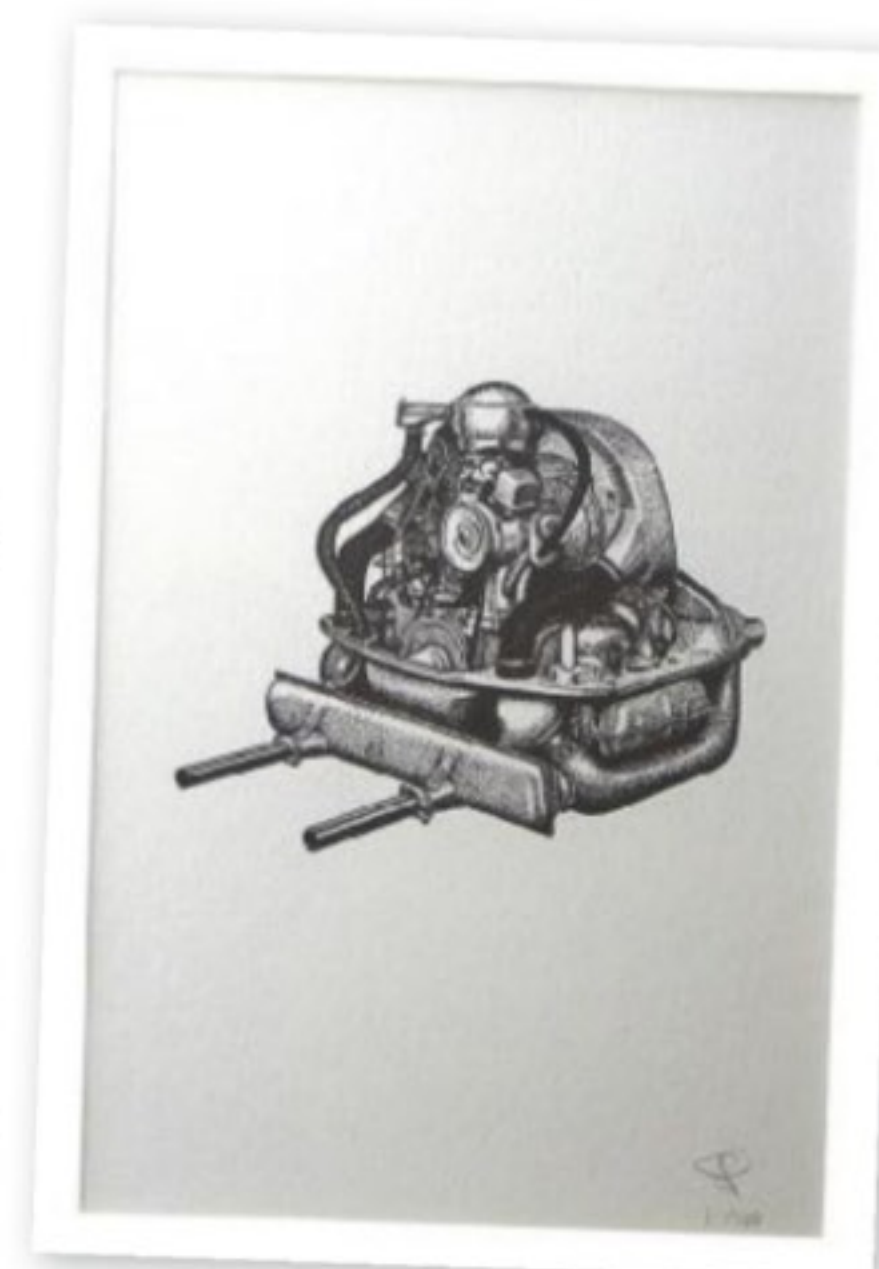


> Letter press print

From: lastingimpression.bigcartel.com

Price: £35-£70

This wonderful letter press print has been skilfully reproduced from a hand-drawn pen and ink illustration by sebrightcreative.co.uk, and printed on a 1950's Heidelberg Windmill press. Printed on 300gsm cotton paper and limited to 100 signed and numbered copies, this would make a fantastic gift for the VW fan in your life



^ Car wash 'n' mitt

From: meguiars.co.uk Price: £17/£12

Looking for the ideal dad gift? All dads love washing cars, right? Knock their socks off with this Ultimate Wash & Wax solution and a lovely lambswool wash mitt. Better than a sponge any day and a gift that'll last for ages





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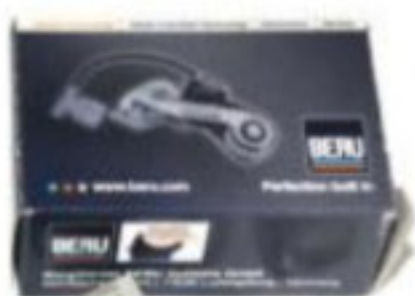


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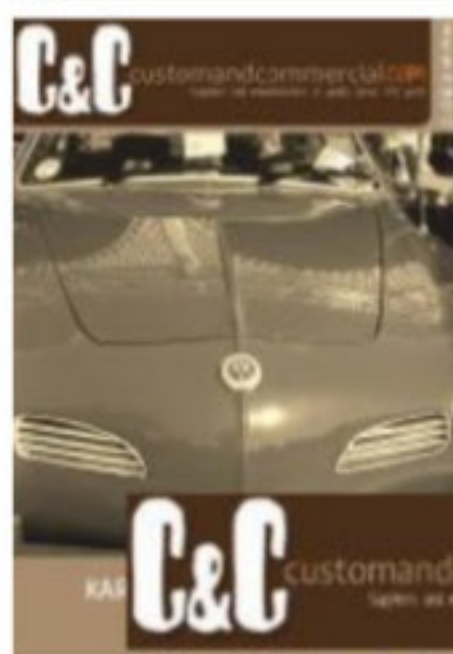


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Letter of the month

✓ The standard VW oil bath air filter. Clever, simple, but have you ever taken one apart?



Is he having a bath?

Andi Holmes, via email

Dear James and my fellow slapheads. You have my sympathies with your commute to work on your car. My car is in a tin garage right behind the house, and it even has power and lighting, but leaving a roaring fire and braving the cold on a dark winter's night is not easy! I prefer to smuggle pieces into the house past the missus and work on them in the kitchen before hiding them under the bed. Let's face it, apart from the 'shell and floorpan, most parts on a VW are small enough to take home for restoration (if you can get away with it). I'm told my uncle used to grind his valves in whilst he was in bed!

Also, it would arguably give you an extra 25 or so hours of work time a year if you shaved your barnet off and joined us manly slapheads and stopped worrying about your bouffon? It is yet another case in the argument that us baldies are genetically superior car nutters to your hair salon hippies. Whoever heard of a slaphead getting his hair caught in a timing belt, or stuck in wet underseal? Case closed!

On a more serious note, I really loved your Evanly '67 feature. It's only because of articles like that that I buy the magazine. I never realised before that Volkswagen had made a 12V sloping headlamp car – the best of both worlds?

Lastly, a technical question. Have any of you guys ever taken an oil bath air cleaner apart? From what I can gather from my collection of manuals, they imply the filter element should never need cleaning, but after 40+

years and many miles I suspect that VW never (understandably) thought that far ahead.

The Bentley manual says never to use petrol to clean it, which makes me wonder if it's stuffed full of horse hair. If you have any tips on the matter I would appreciate it as I was wanting to give it a good cleaning out as I suspect the sludge may have contaminated it over the years. Don't suppose anyone has flow benched any air cleaners for comparison?

Hi Andi, once again hair envy rears its ugly head (pardon the pun). But only 25 hours doing my hair? Are you having a laugh? That's nowhere near long enough to create a 'do' like mine. I've said it before, but I'll say it again here. It's not my fault someone else's hair was so bad it would rather fall out than stick around.

That's not to say baldness is a bad thing, but it should be pitied, and I do regularly take pity on the VolksWorld slapheads. Mike and Ivan gave up the battle to keep their hair long ago, Jon's forehead gets bigger by the day and Steve's hair is becoming a myth.

As for oil baths? None of us here have taken one apart, but a little research into them suggests they have a coir element to them that acts as a 'labyrinth filter'. The fibres are coated with kerosene to trap dust particles and VW's procedure for cleaning the coir was to immerse it in kerosene for about half an hour, slosh it around a bit and then allow it to drain.

That said, we've never met anyone who's ever done more than change the oil in one. And 'technical' Matt's the only person in the world that has ever done that! One word of advice though, don't try and dismantle one in bed... – JP

Hold fast

Barry Stee, Manchester

Hi guys (and maybe girlyes?) of the VolksWorld office.

Before my head explodes, can you please answer my question? I'm restoring a 1972 Beetle, which my mates say is a Standard model, but I need to know what steering wheel is correct for it. The car is a low mileage, one-owner car that has never been restored. The steering wheel is what's causing the debate as my mates are saying it's not right. It's the four-spoke wheel with the large plastic horn push and it came with the car, so I presume it's the right one, but they say it should be some thin 'on a budget' wheel in black. I'm not a fan of that one, but I do want my car to be 100% stock, so I will change it to the correct wheel if you can shed some light on which is the right one.



Hi Barry, you're not going to like this, but your mates are right. It should have the thinner, simpler, two-spoke wheel shown above, not the four-spoke 'deluxe' wheel you describe. Base model, or Standard Beetles were built using the cheapest, least glamorous parts available, and that is the factory tiller on late Standard models. However, because these cars were the bargain basement offerings, it's not uncommon to come across examples that have been upgraded with higher spec / later parts, as it sounds like yours has. – JP



Body cavity search?

Ivan Stevens, via email

Hi VolksWorld, I've just bought my first Beetle and have been happily driving it since I first drove it home in July. It's not a show winner, but I absolutely love it and want to protect it. So, with that in mind, I have been parking it in a garage at night and, when I take it to work, I always try to use the underground car park. All is sounding good I hear you say, but that was until someone asked if I had cavity protected it as driving it on salted roads will kill it. I'm now finding all kinds of horror stories on the internet saying it's too late as it should be done at the time of restoration and that I need to strip the chassis back to do it right. So now I'm turning to you all in the hope that you will give me the warts and all truth. What should I do?

Hi Ivan, thanks for your email. Firstly, the warts. Mike Pye is best suited to answer those kinds of questions, but I will happily deal with your VW-related ones. Regarding the 'horror stories' on the web, don't pay too much heed to them. The internet is a terrible place and you sound like you're already caring for your car. Garaging it, or keeping it under cover (on a paved or tarmac floor, not grass as it will trap moisture evaporating from the ground) is the best way to protect your Beetle. Salty roads are a fact of life in the UK, but you can up the level of protection by coating the chassis and inner arches in something like Waxoyl. You can use it over the top of any existing protection, but be sure to scrape away loose dirt and any damaged layers first. Buy a kit with a wand attachment and use it to spray inside any cavities like sills, doors and quarter panels. If the drain holes are all free, this will add years to your Bug's life. – Co'T

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READERS' RIDES

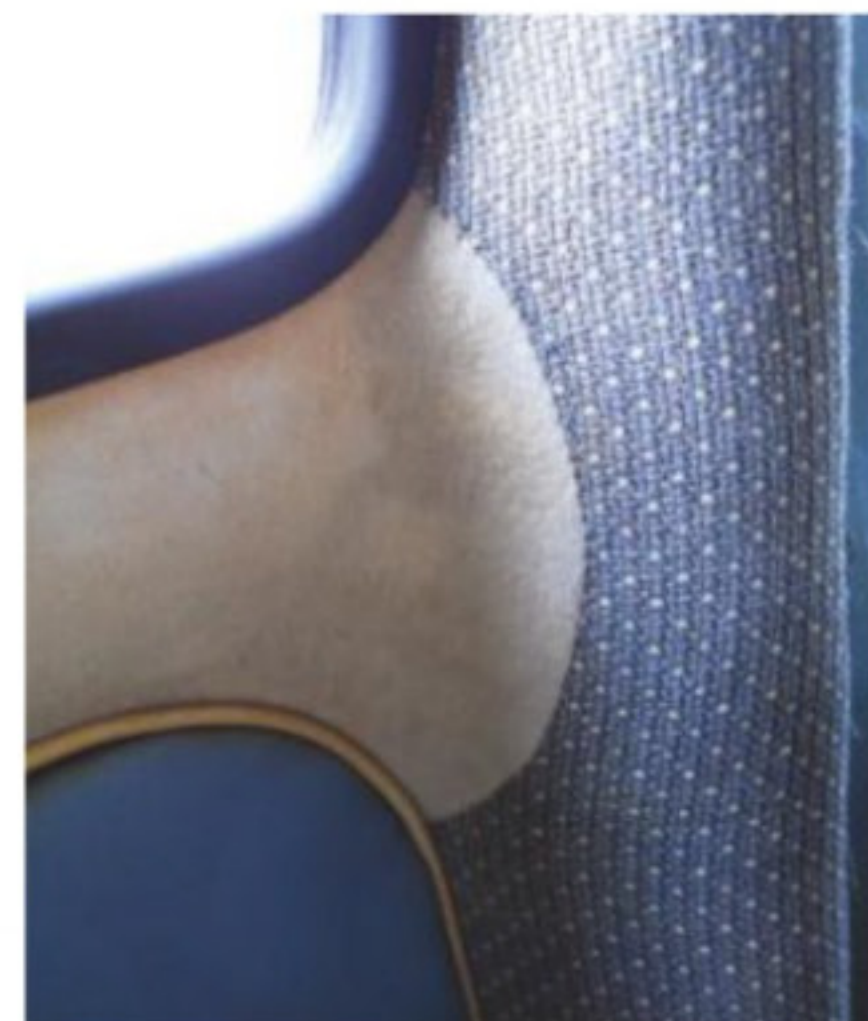
Share your VW with the world! email volksworld@ipcmedia.com

Car of the month

> Our favourite trim of all time – Oval Window Export cloth. Yum yummy



The best of both worlds? Semaphores and bullets due to this being a European Export model that was then shipped to the US



✓ Just 30,600 documented miles from new. This car is a real dream find



Tom Eitnier, Florida – 1957 Oval

Introducing 'Blauchen', my June 1957 Horizon Blue European / Export Oval Window. I bought this car through thesamba.com in late October 2011 and had it shipped to me in April 2012. The car is a unique Oval Window, special ordered by a US navy scientist in May 1957 through MAHAG, Munich, West Germany and brought back to the USA in 1958.

The car is a European spec car, with German cloth upholstery and semaphore turn signals (SWF D code) but, since the car was scheduled to be shipped back to the USA, the car also received overrider bumpers, sealed beam headlights, bullet turn signals, an mph speedometer and snowflake tail lights.

The original owner drove the car for 2,000 miles, then gave it to his mother around 1959 who

drove it until about 1980. Since then, the car had been standing in a dry garage, preserved and waiting to be found.

The car is a very original garage find, only the tyres, brake pads, brake lines, wheel and master cylinders, spark plugs, an intake manifold, battery and a muffler have been changed / renewed since June 1957.

The chassis and pans are 100% factory solid and rot free. The paint is faded in places with some slight surface rust and the chrome has a lovely patina. The paint under the bonnet and decklid is like new and the dash card is in amazing condition.

The motor is the original, with only 30,600 documented miles on it. The interior is 100% original and in almost perfect condition, with just some stains on the door panel fabric and the top right corner of the driver's seat worn through. The rest of the seats are like new, just dusty and dirty from sitting around for 30+ years. I've fitted my original 1957 USFIG (US forces in Germany) license plate on the front bumper.



^ Intake manifold has been replaced (it's not uncommon for them to coke up almost solid), but otherwise this car's had service parts only



^ In our eyes, *this* is a patina car, not one that has been abused and beaten half to death. To restore this would be a crying shame

“Standing in a dry garage, waiting to be found”



White paint is a more recent addition to the original all-red livery

Paul Linney, Blackpool – Split fire Bus

This 1965 ex-fire Bus was imported from Germany by former *VolksWorld* editor, Ivan McCutcheon, in March 2000. Ivan says he bought it because he liked the PA system and wanted to use it to award the trophies from at The *VolksWorld* Show!

The Bus then was sold on and underwent a light restoration, with the original signwriting re-done (it reads volunteer fire fighter) and the white added to the belt line. Having only covered 70,000 kms (approx 50,000 miles) from new, the Bus still drives like the day it left the factory. The seats are still firm and there is no play in the steering. It's still running on reduction boxes and its original engine so, yes, it's slow but it's not about speed, it's the quality of the ride (at least that's what I keep telling myself). I have loved Volkswagens since my dad gave me a Beetle when I was 18, and now I'm 40 something I have owned several Beetles and Campers. You love them or hate them, and I have hated some of the ones I've owned, but love this one!

As soon as I saw this I knew with it being ex-fire service it would be good. I had a Type 25 'Disaster Bus' a few years ago and that was great, too. It's also a little more unusual having a sliding side door instead of the two opening ones.

The Bus was advertised on a VW site and I suggested to my partner, Sarah, that we go to look at it, so off we went the next day to Bedford (I didn't tell her it was that far or she wouldn't have come). Birmingham doesn't sound too far from Blackpool, so off we went to what she thought was Birmingham, and arrived in Bedford four hours later! Not long after getting there, I was the proud new owner of the Bus, which still has working blues and twos and attracts attention wherever it goes.

> Eberspächer petrol heater is still in the engine bay. 50,000 miles on the motor and still going strong



< I remember driving round Croydon with Ivan and Mr. Komori, owner of Flat4, in this Bus, using the tannoy to scare passers-by! Happy days. – MP



Patje Sermon – '68 Square

My name is Patje (Patrick) Sermon. I'm 48-years old and I live in Halle, near Brussels.

My Squareback comes from Sweden originally and was built in 1968. Amazingly, it is mostly original, with only the two front wings having been changed, which I did. It has done just 156,000kms since '68, and the original red basketweave interior is proof of that. The 1600cc motor is a dual carb one. I built my own roofrack, as well as the sun blinds on the rear hatch. I decided to lower the height and have dropped it with a little drag racing rake, which looks really good, especially after I fitted the Gas Burner rims.



Paul Slade, Leeds – 1973 GT

This is my first Beetle and it is a 1973 GT model. It was the first Beetle I went to look at and, not knowing much, I bought it there and then as it had the original engine and bill of sale, plus a load of old MoTs.

In the first week I had the car it started stalling every five minutes or so. After taking it to a local VW garage, the problem was put down to the float valve – an easy fix, which was a relief, and since then it's been fine. I had plans to upgrade the car but, looking on the internet I discovered how rare it is for a Beetle to have an original engine and invoice, so the plan is now to keep it stock. I even managed to buy some original GT Beetle seats though the rear needs re-upholstering. Does anyone know where to get the material to do this?

Like every owner, I wanted to add my touch to the car so have fitted some black EMPI 8-spokes. There is also a new facebook club, GT Beetles Owners' Club, and anyone with a GT can join.

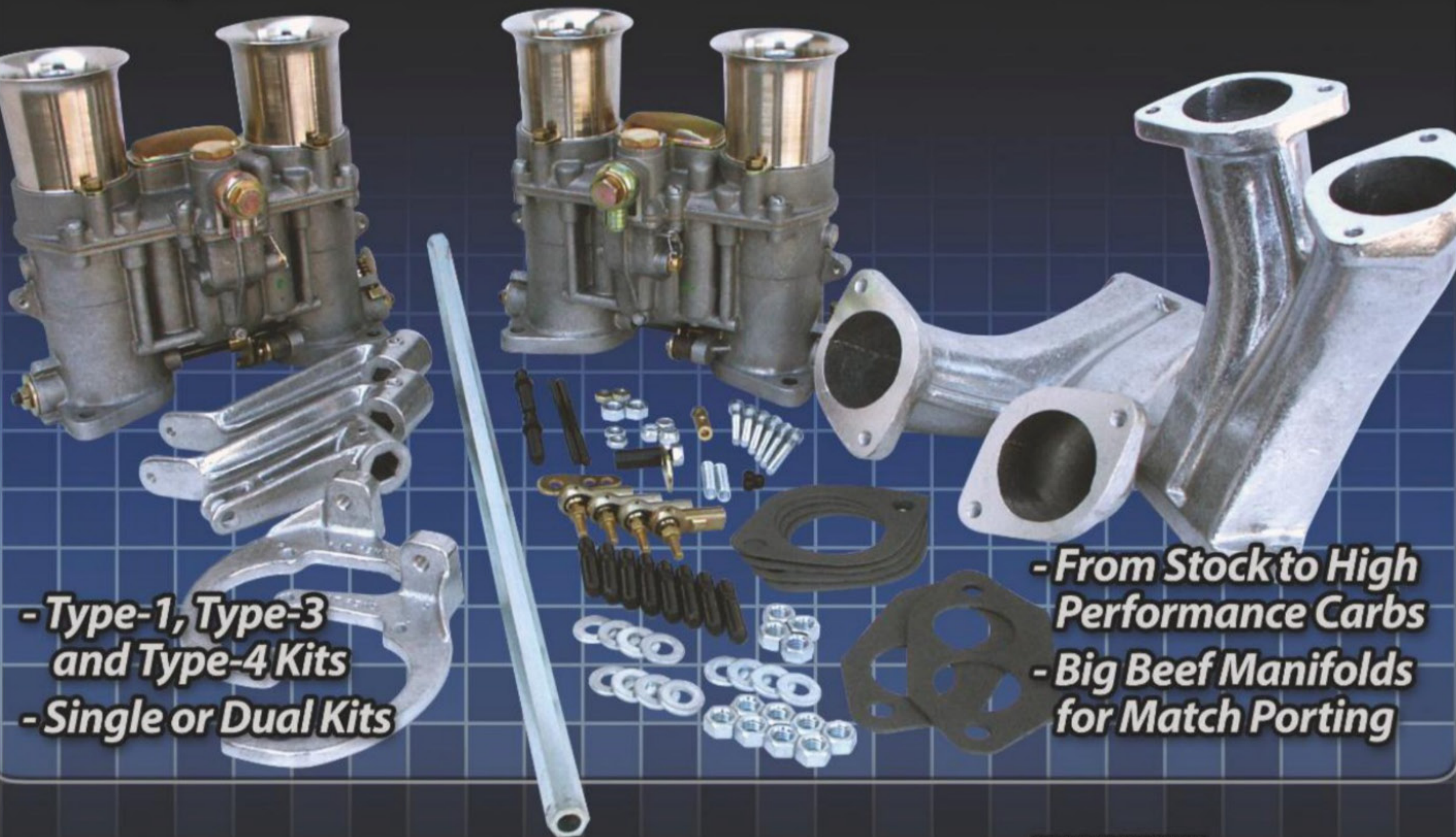


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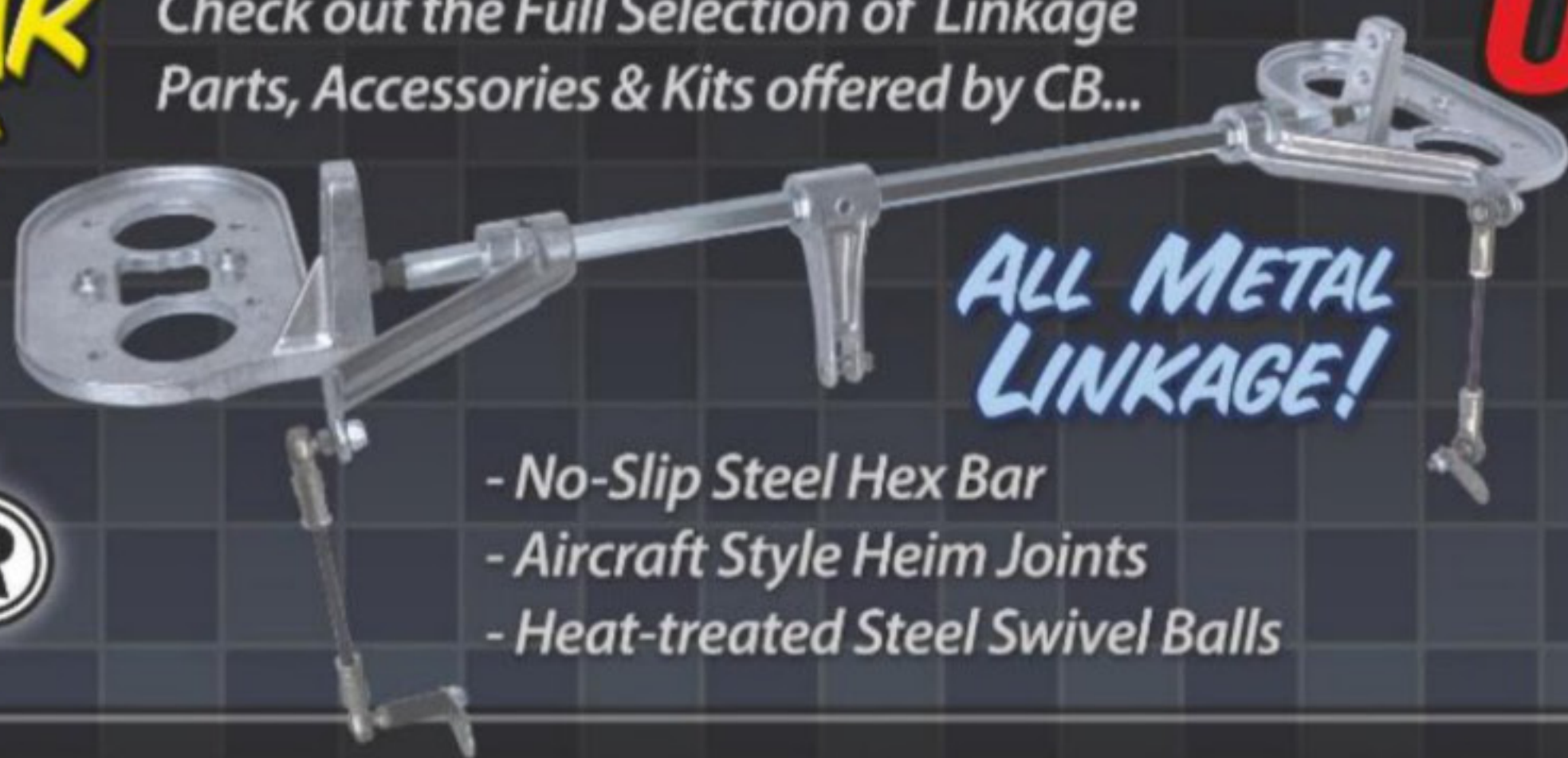
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Blast from the past

This '58 Beetle has been through various guises over the years, including being a *VolksWorld* cover star in '96. It didn't look like this though

Words Ivan McCutcheon Photos Michael Whitestone







Side trim, pop-outs and coloured running board covers instead of black give James' '58 a look of its own. And it's a good one



'80's UK Looker. Although it was a well-known car in its day, after its period in the spotlight we lost track of it. Until now.

Today it's owned by 32-year old artist and designer, James Mousley from Skelmersdale, Lancashire. He bought the car in 2002 when he was 19. It was his first Beetle and, as if often the case, he thought he was buying a lot better car than it turned out to be. The restoration turned out to be a real saga.

"The restoration turned out to be a real saga"

One of the questions we fired off at James was how much he'd spent on this project. Now some people get the funnies about this question, but James was happy to answer. Actually, he was far from happy about it, and for good reason: "I've spent well over £20,000, but this is due to the fact a lot of people who worked on the car didn't help at all, they hindered."

For example, the body and paint process was a six-year-long nightmare and, despite having paid in full for the work, it was never completed. James: "I got a call one day from the painter to say he had pushed my car out of his workshop as he'd had enough of it and I had to come and collect it. I was left with no option. To make matters worse, when I got the car back, numerous parts were missing.

"Another shop charged me over £900 to do a few electrics, which all had to be re-done again due to being wrong and terrible quality. They also wrecked the fit of my doors when they were meant to fix them. They obviously didn't have a clue what they were doing and just messed it all up." Bad experiences like this often knock the passion out of people and put them off VWs forever, which is really sad. Initially, it looked as though James would join this list. The car was re-covered from the offending garage and locked away for quite a while, as James

TECH INFO

ENGINE:

1776cc Type 1 by Bernie Smith. 69mm crank; 90.5mm pistons; Engle W100 cam; ported and polished 043 heads; Bosch 009 distributor; Weber 40IDFs; CSP bellcrank linkage; VW Speedshop merged header; Phoenix twin quiet packs

GEARBOX:

Carter 'Freeway Flyer' swing axle; stock welded third and fourth; h/d side cover; Super Diff; 3.88 ring and pinion

recovered from the experience. "I was really jaded about anything and everything to do with VWs," James recalls. Thankfully, despite the hurdles and heartache James has faced during this project, he decided there was no way his wasn't going to realise his dream.

I have a dream

James' interest in VWs started before he even had a driving licence. "I have been an avid *VolksWorld* reader since I was 16, and still am," he told us. So it's fitting that he's now having his own car featured, isn't it? So now we know a bit of background on the car and the owner, shall we find out what work has been done in transforming this car from trinket laden low rider to the squeaky clean Cal Looker you see before your eyes? Well, let's start with the body and chassis. The years had clearly taken their toll on the '58 as the heater channels were rotten. Obviously, if the channels were shot, it goes without saying there were plenty of areas around them that also needed work. The welding

was entrusted to Dave Clark at Airwerks, now based in Ringwood, Hampshire. James wanted the new channels to be modified to replicate the originals. The only replacement heater channels available at the time had the late-style door shut profile between the a and b posts, and incorrect heater outlets, both in terms of positioning on the channel and looks. The dashboard was another element of the bodywork that James wasn't willing to leave as it was. Remember we mentioned the car was once a trendy UK Looker? Well, the element we didn't mention was the dashboard. Back to '89, or back in '89, or whenever the deed was done, tampering with the dash was seen as trick. It was all about, well, smoothing out. As a result, the dash on the '58 had both grilles plated over and James had them reinstated. The bodywork and new paint was done at a company in Surrey

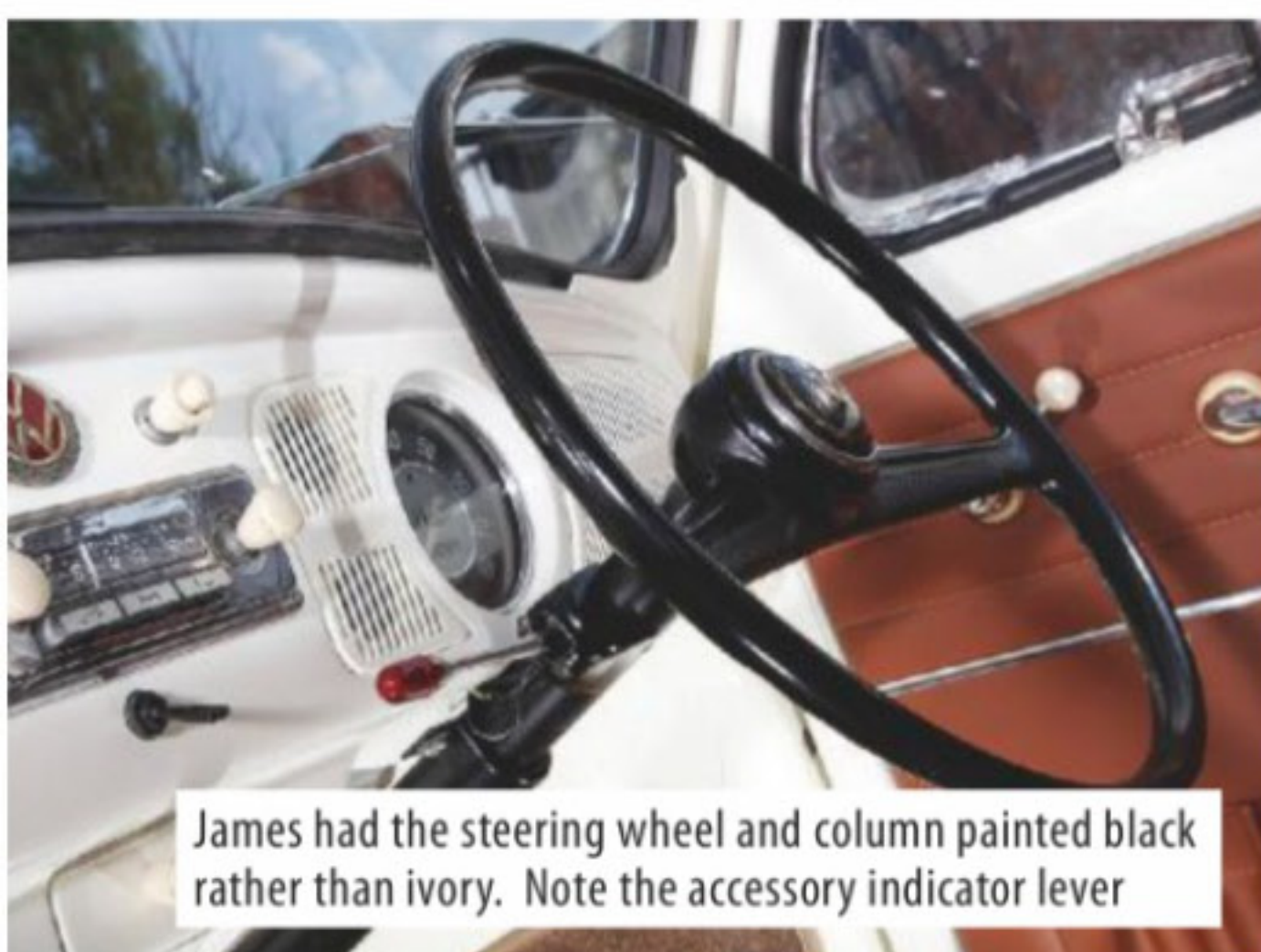




The dashboard has been left fairly simple, and without the Deluxe centre trim looks more like a Standard model



Blaupunkt radio and 200,000-mile badge were fitted when Dean Richman owned the car



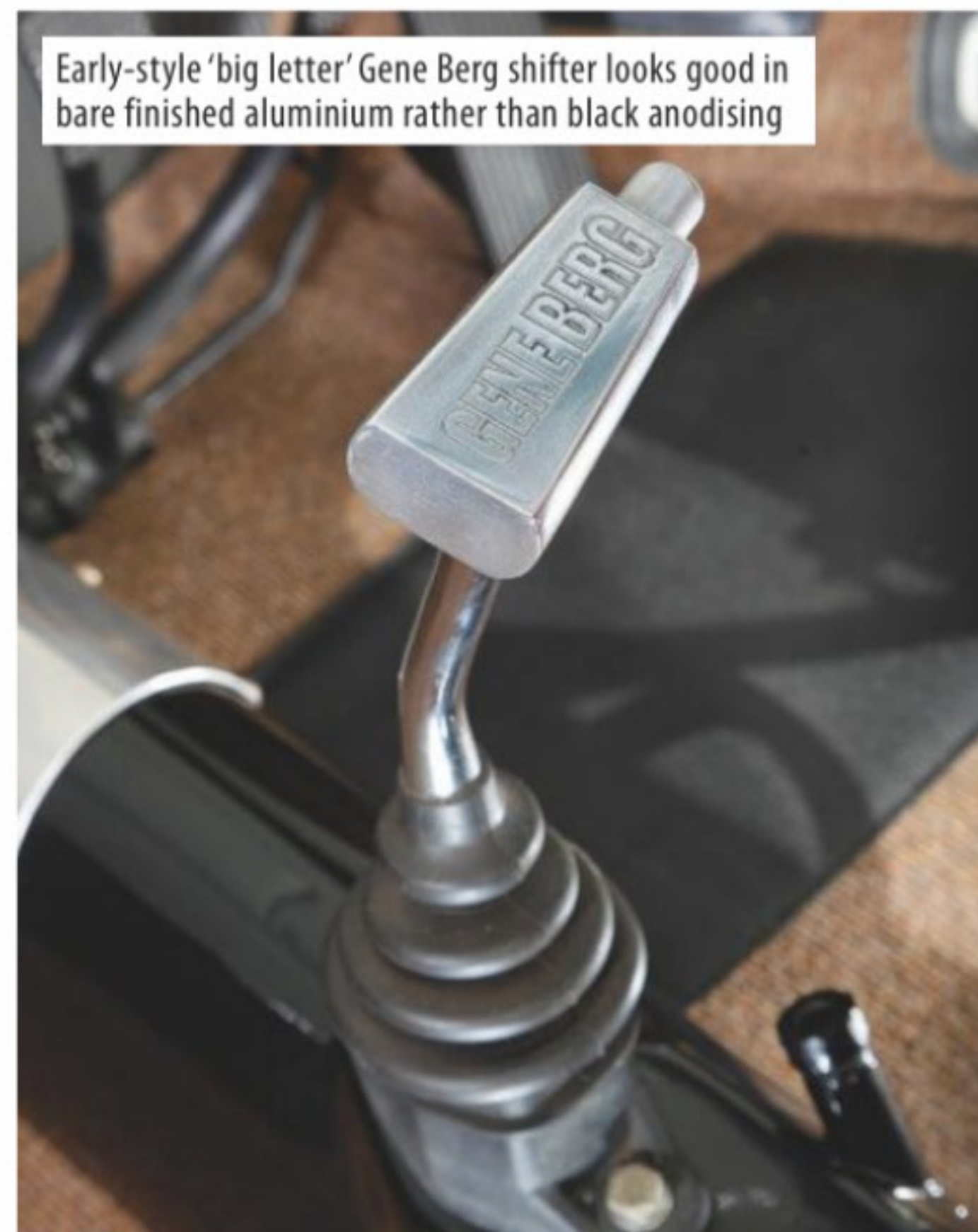
James had the steering wheel and column painted black rather than ivory. Note the accessory indicator lever



The tunnel inspection plate was also made by James. Newton Commercial floor carpets have integral mats



Pre-'65 opening side windows were a VW accessory. White frame rubber works well on a white car



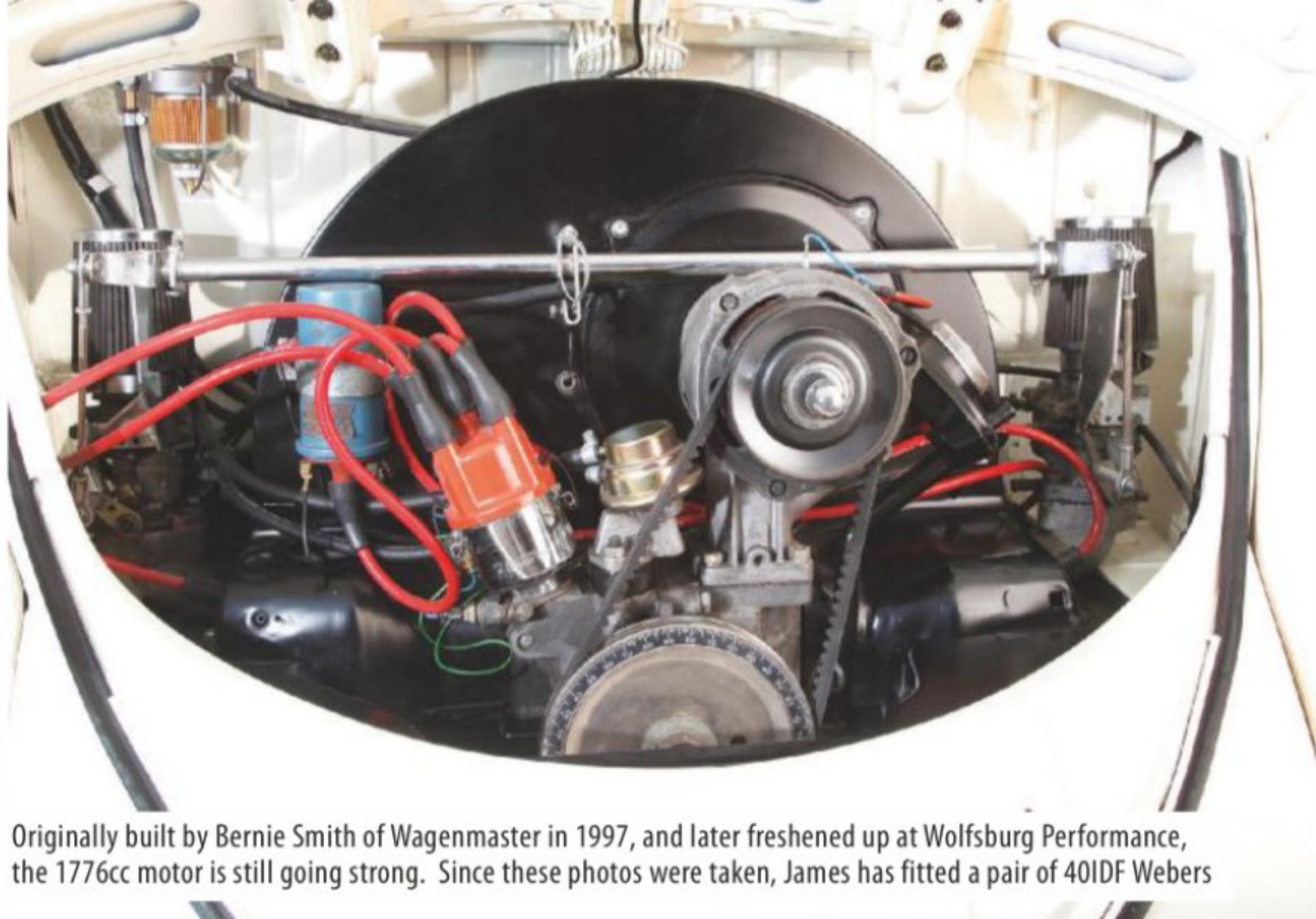
Early-style 'big letter' Gene Berg shifter looks good in bare finished aluminium rather than black anodising



Original-style tan interior is a Premium kit from Sewfine in Denver



Cheeky Fram HP1 oil filter hanging down under the wing. Ooh yeah!



Originally built by Bernie Smith of Wagenmaster in 1997, and later freshened up at Wolfsburg Performance, the 1776cc motor is still going strong. Since these photos were taken, James has fitted a pair of 40IDF Webers



James Mousely has every right to be proud of his first VW. It was no walk in the park resto!

BEHIND THE WHEEL

“The first time I drove the car after finishing it it was amazing and that’s when the feeling of all the hard work being worth it set in. With the addition of the 40IDFs, the car’s better than ever, and pulls like never before. I’ve even been followed by cars when you overtake them who just have to know what’s going on when a car from the 50’s tears past them.

“To finish any car is an achievement, but it’s also the best way to know your own car. Every time I open the garage I am taken aback by this piece of metal and rubber. Cars of this age have such character, and an honest feeling from a time I never knew. The ’58 is such a beautiful shape and every time I look at her I am proud to have saved her for generations to come.” ■



Under the bonnet you’ll find it is squeaky clean and nicely detailed

“I don’t know a lot about the engine, but it runs well and strong”



Erco spun ali wheels give the car the Cal Look feel with a sprinkling of drag racer

and, bearing in mind what we said at the start, it's probably best not to go into too much detail. The colour is L87 Pearl White. The various unfinished areas were handled by a local paint shop.

The floorpan was also restored at Airwerks. The chassis was built up with a stock width adjustable front beam and dropped spindles, so the front is around three inches lower than stock. The rear end has been lowered by one spline. The shocks have been replaced front and rear with Koni 'reds'. James made the aluminium inspection plate cover at the front of the tunnel. He also ran new fuel lines, set up the brakes, which are original spec drums all round with new German internals. To give that drag strip refugee look, James went for lightweight spun aluminium wheels made by Eric Ballard of Erco in Riverside, California. These are the stronger 'street weight' wheels made from .190 T6 aluminium. James went for the 3.5 x 15 zero offset fronts, with Michelin 145SR 15 XZX radial tyres, which give the front end a nice tucked-in look. The rear wheels are 15 x 6 inch and sport Pirelli P4000 205/70R15 tyres.

Motorvation

On the subject of the engine, James told us: "I don't know a lot about the engine, but it runs well and feels strong. I

know it was built for the previous owner and is a 1776 with twin Weber 34ICTs." Once we confirmed the previous owner he was talking about was Dean Richman, we knew the only option was to

track him down and find out the story on the engine. Dean now lives in Newcastle and was blown away to hear his old car was still around. Amazingly, Dean still had the original receipt for the engine parts "somewhere in the loft", and came up with the goods. The parts were all purchased in February 1997 from Big Boys Toys / Volkspares and then given to Bernie Smith at Wagenmaster – now there's another blast from the past – to put together. By the time James got the car back on the road, the engine was deemed ready for a freshen up and this was handled by Wolfsburg Performance Services. More recently, James has fitted twin Weber 40IDF carbs, a CSP bellcrank linkage and a VW Speedshop stainless steel header with Phoenix twin quiet pack mufflers.

James also ordered up a new transmission from Harold Carter at Carter's Gearbox Shop in California. The box has stock ratios and a 3.88:1 final drive.

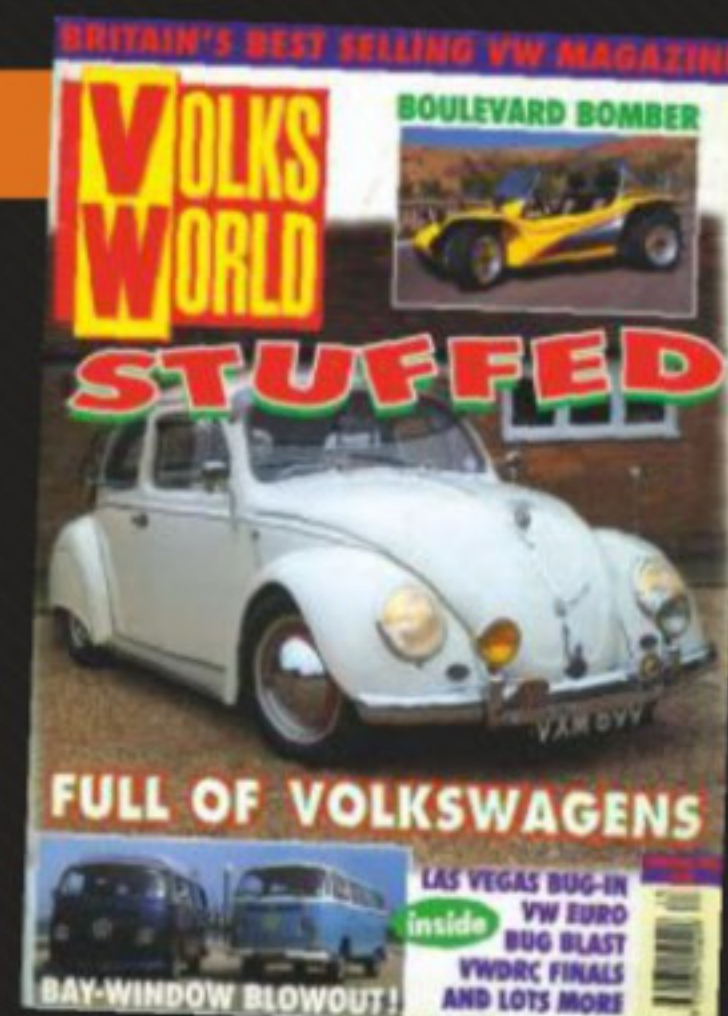
James did the interior himself, and made a host of one-off custom parts such as door panel braces, quarter light window mounts (the originals had been cut out to fit one-piece windows) and kick panels. He also fitted the headliner himself and re-trimmed the seats with a tan leather-look vinyl kit from Sewfine, and informed us that Carol at Sewfine couldn't have been more helpful. James also fitted a full carpet set from Newton Commercial. "I have learned so much on this car, having done the interior and having to re-do so many jobs that were really badly done."

When you take into account this is James' first VW and it has been a very trying project thanks to other people's ineptitude, we are proud of him for sticking with it. Perhaps the best way to end the story is by telling you what Dean Richman said when we sent him a photo: "Maybe I should buy it back off him? Mmmm... I'm half serious." We put the two of them back in touch, so we'll see what happens... ■

"Cars of this age have such character"

THE BUILD

> Here's the front cover from the Christmas 1996 issue, which James' '58 starred on. The car was owned by Dean Richman at the time and was a heavily accessorised resto-style lowrider that was a regular sight on the show circuit. The car was already on its second restoration at this point



< This is the extent James went to with the third restoration. Stripped to a bare bodyshell, all of the rusted metalwork cut out and replaced, the dash returned to stock and in the early stages of preparation for paint

> James had the whole 'shell painted inside and out and underneath. Note the rear valance has been made removable to make engine work easier



< James chose to use Newton Commercial carpets and fitted them himself. As you can see, the interior has been trimmed to Standard model specification, with only a central headliner section

> No disrespect to Dean or the person who turned this car into a UK Looker before him, but it's fair to say cars were rarely built to this sort of level in the late '80s and mid-'90s, whereas this kind of detailing is now commonplace. Chassis was stripped, blasted, repaired and painted in gloss black, before being built back up with all new parts





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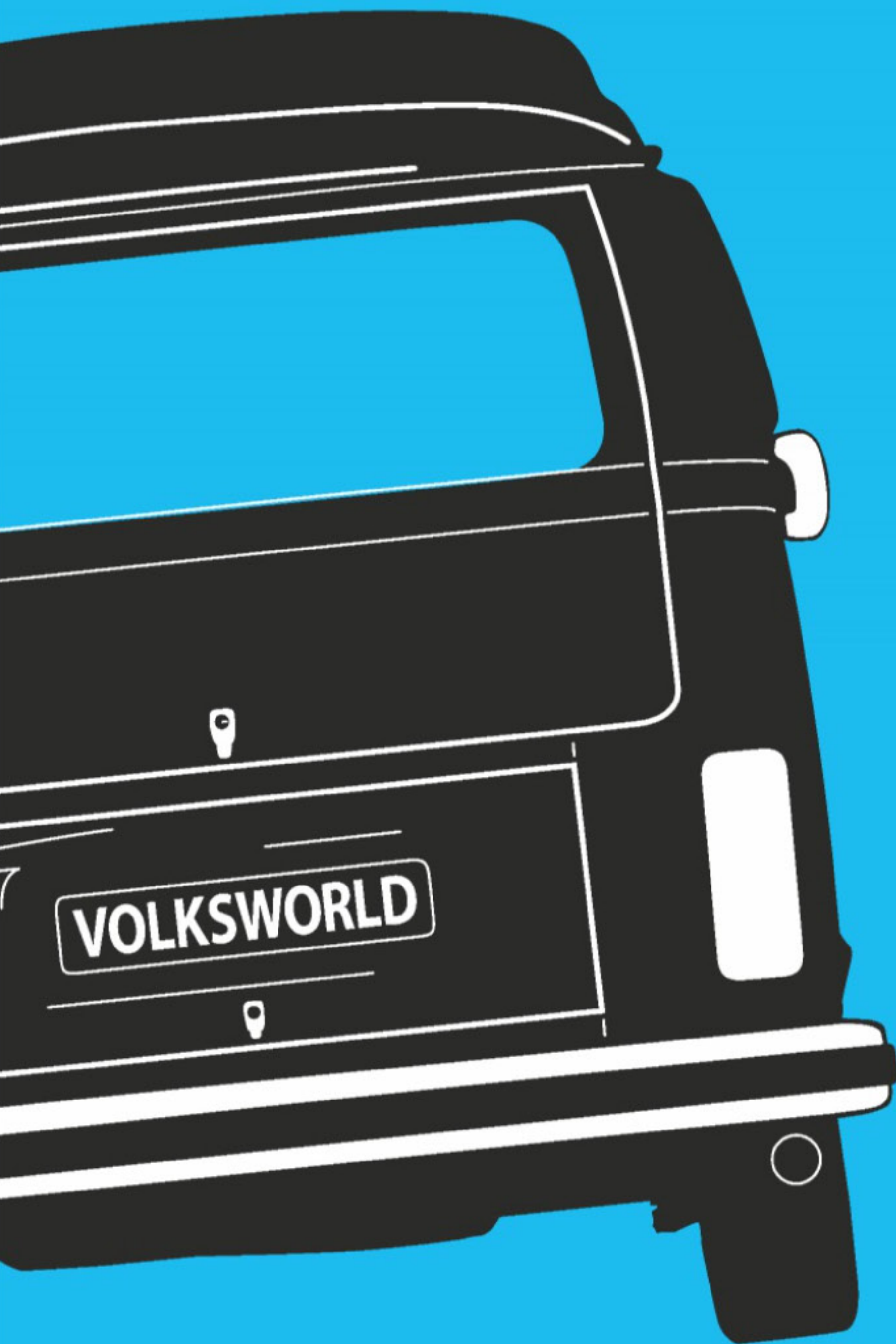
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This one-of-a-kind show car will be leaving the USA shortly and, all going well, will land on these shores in time to take its place next to some outstanding cars from around the world at the 2015 show. If you are building an air-cooled VW, or have one you think makes the grade as a top show car, send pictures and a brief specification in the first instance to adrian.vaughan@timeinc.com

Karmann Ghia / Cal Look double celebration

Karmann Ghia: 2015 is the 60th anniversary of the Karmann Ghia, and we are planning a very special display of cars that illustrate the evolution of this iconic sports coupé

Cal Look: Was it really 40 years ago that the term Cal Look first appeared in print? Well, ex-editor and Cal Look expert, Ivan McCutcheon, says it was, and is sorting a breathtaking line up of Cal Look cars that you will never have seen together before and may never see together again

Visitor camping

Get the most out of the show and camp for the weekend. With toilets, hot showers and a bar serving hot and cold food, plus your tipples of choice, it is a great way to enjoy a break with the whole family. Camping is just £27* for the whole tribe.

*Show entry tickets need to be purchased separately when buying a camping ticket

Traders selling everything you need for your VW

Once again, the inside halls and outdoor areas will be bursting at the seams with a variety of companies selling everything for your VW. From curtains to lowered beams and everything in between, you are sure to find what you are looking for. If you are searching for pre-owned, try the Karmann Konnection swapmeet, with over 100 private individuals selling hard-to-find parts, lots at bargain prices. If you are a trader interested in a trade stand, email ben.foster@timeinc.com, or call him on 0208 726 8336. If you are a private individual interested in booking a swapmeet table call Andy at Karmann Konnection on 01702 340613

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Cool Flo will once again be joining us as a main sponsor of The VolksWorld Show. They have some really cool and fresh things planned for the Cool Flo Entertainment Arena in the red brick area for all to enjoy. Make sure you say hello and join in the fun. Cool Flo are a grass roots clothing brand, born from a love of all things VW. Scott and the boys are keen supporters and very active on the VW scene, so why not check out what they drive and what they are about by visiting their facebook page, www.facebook.com/CoolFloVintage. A full range of clothing and merchandise will be available from the Cool Flo Vintage stand in the Surrey Hall but, if you cannot wait that long, visit the Cool Flo Vintage online shop at www.coolflo.co.uk



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Lawrence *of Arizona*

To some, this car is a battered oddity, too cool to restore. To others, it's a jewel in the VW crown begging for a full resto. The reality is, it's both

Words James Peene Photos Dan Du Crôs @ www.junctioneleven.com



G

ood things don't just come to the who waits, they come to the who gets off his arse and makes them happen, even something as unusual as a super-rare, VW-based coachbuilt like this 1959 Rometsch Lawrence. Allow us to elaborate...

The car you see before you is the culmination of a great deal of effort and no little patience, and we're not talking about on our own part. We've wanted to bring you this feature since *before* it rolled into Sandown Park for the 2013 *VolksWorld* Show. We knew even then it was going to be something special. How could it not be? It's a Rometsch. But, the crowd of gawping admirers it drew all weekend, and the amount of photos that popped up all over the social network in the afterglow of the show, was mind boggling. Especially when you consider that only a couple of feet from where this cool coupé was parked was our pop-up showroom, filled to the gunwales with shiny, fully restored coachbuilts of no lesser magnitude. Sure, all of them to a tee were big money, incredibly rare cars, but what they didn't have was the attitude and presence of Adam Townley's Rom. The naysayers will say that's because this car, steeped in patina, crazy low and rolling on Fuchs, is just fashionable right now, but that's exactly the point. Most cars of this ilk are squirreled

away by collectors whose only enjoyment is the amount of interest they've accrued by hanging on to them for another year. More often than not, cars like this become little more than museum pieces, barely turning a wheel from one year to the next. But in doing what Adam has done to his car, he's created something he's not afraid to use and enjoy. And if its current guise is still too much for the stock Nazis to stomach, Adam freely admits his intention, one day, when he's had his fun and is in a position to do it justice, is to go the whole hog and fully restore the car, which means its appearance now will just be another chapter in this fascinating car's life.

But how did Adam come to own such a rare beast? "I first stumbled across these cars about seven years ago, and thought one would look awesome slammed, but they hardly ever come up for sale." That's because, as dream VWs go, a Rometsch is harder to come by than most. Of the 85 so-called Lawrence models built, only 30 are known to survive today, 16 of which are coupés, the rest being convertibles.

All of these cars, along with the Lawrence's bretheren, the Beeskow (both models are known today by the name of the designers behind them), and the four-door Beetle taxi, were built by Karosserie Friedrich Rometsch in Berlin-Halensee, Germany. The Lawrence version was introduced in 1957 and this one, with body number 543 stamped



in the engine bay, was built in 1959. Other than that, not a great deal is known about it, as Adam reveals: "I've no idea where it came from, or how it ended up sitting in Arizona for so long. My guess is it could have been bought by a US serviceman who took it home with him when his tour was up."

Community spirit

No doubt you will have poured over the pictures of this car before delving into these words, so you will have clocked the discreet German Folks logos in the side windows. They're there because Adam belongs to the GFK's UK chapter, and it's through this close knit, but international community of like-minded VW people that this car came about. Adam: "I'd arranged to buy a Cabriolet Beetle from US club member Richard Rivera, aka Rich 50, when James Self (UK Folk) 'phoned to say a Rometsch had popped up on eBay. The last 'done' car that came up was \$125K, but the price dropped down to \$100k before it disappeared off the radar. I thought the world and his wife would bid on it, but no one did. I used an auction sniper to place my bid at the last minute, but it misfired, so the auction ended without my bid being placed. I contacted the seller and there followed a period where he didn't get back to me as he thought I was a scammer and I generally went nuts worrying about missing it, but fortunately, Patrick Baptiste on thesamba was in contact with him, trying to find out some information on the car, and another one of the Folks, Q, helped calm him down and reassure him I was a genuine buyer.

"The seller knew what he had. People had told him what the car was *worth*, but a car is only worth what someone is willing to pay for it. Even so, he was surprised to get \$25k for it, which, with the exchange rate at the time, worked out at around £17k."

TECH INFO

BODY: 1959 Rometsch Lawrence
INTERIOR: '62 Beetle seats and sunburnt original
ENGINE: Stock 30 horse
WHEELS AND TYRES: 4.5 and 5.5-inch replica Fuchs with Firestone F570 195/65 R15 rear and F560 125 R15 fronts
SUSPENSION: Custom 7-inch narrowed beam; dropped spindles; Airkewld electronic air ride set up with air shocks and rear bags

Depending on your point of view, that's a storming bargain for a car as rare as this, or a sack full of readies to splurge out on something with as much rot as this Rom came with. "The whole bottom half was toast," recalls Adam. "It does actually rain in Arizona, and water had got in and sat in the 'pan, completely rotting it out. There was nothing saveable from the original chassis, and there were bits missing too, like the tail light lenses, a piece of rear trim and, more worryingly, both front and rear windscreens. I think it was probably the missing 'screens that put other people off it."

Now, at this point, you're probably thinking Adam has deep pockets or is a super experienced home restorer. The truth is, although he's messed about with cars, like his first car, a Ford 100E, his first Beetle, a '72, and owned Ben Lewis' old 'Fendered '57', this is Adam's first taste of fabrication work.

"I'd done a cab floor and the long sill on a Split Bus, but I knew I'd have to make bits for the Lawrence, so enrolled on an evening class on vehicle restoration. They showed you a bit of everything on the course, and then sent you away to practise. Metal's metal, and what man can break man can make, so I just learnt as I went on the Rometsch.

"Fortunately, most of the metal was straight lines, so was fairly simple, but my good friend Ant, aka Notorious, really helped, as did Gavin Jones.

"A donor floorpan from a '58 Beetle was sourced, and I fitted new halves. It's sacrilege, but it was a right-hand drive 'pan I converted to left!"

Looking at the body now, you wouldn't think much work had gone into it, but that's nowhere near the truth, and exactly how Adam wants it to look. The exterior sheet metal is all ali, but the inner wings, bulkhead and engine bay are steel, which rots. So not only did Adam cut out all the rot he found, he kept it, too. All the rust dust any sane person would have chucked in the bin was then contact adhesived back on!

➤ Probably the crumbliest, flakiest Rometsch interior in the world. Original upholstery was two-tone blue and cream, but runs cut down Beetle seats

"Metal's metal, and what man can break man can make"

✓ Rene, another Lawrence owner, donated a broken rear 'screen that Adam copied, using a steel former borrowed from the Grundmanns to have a replacement made for the missing original part







◀ A work of art, and the first patina car to take a Top 20 award home from The VolksWorld Show

“Adam sprinkled rust back on, so you’d never know he’d been there”

✓ 30-horse engine was in the car when Adam bought it. He’s shimmed it to remove some end float and had all the tinware powder coated, but that’s it

That’s right. Once an area had been made good again, and painted, Adam sprinkled the rust back on so you’d never know he’d been there. It’s certainly a first for us, but it means the repairs blend in perfectly with what remains of the original factory paint and high-build primer.

“The most difficult parts to fabricate were the new rear crossmembers, especially as I only had a Black&Decker workmate and some old pieces of MDF to work with.” Whilst Adam went to great pains to keep the repairs as hidden as possible, the Rom isn’t entirely as it left the factory. How could it be when you take into account it’s current proximity to *terra firma*? “The arches have been modified quite drastically to accommodate the narrowed beam

(more of that in a mo), but the great thing about this car is, who knows? It could be factory,” says Adam with a grin, before adding, “These cars weren’t that well made from the factory. Rometsch had to buy donor cars from the dealerships and sell on what they didn’t need, so they just used what they could get their hands on at the time.” Hence, things you might think are Rometsch only, like the rear light lenses, were actually purloined from the Porsche 550 Spyder, whilst one of our favourite bits, the two-piece inner door panel trim strips are carpet retainers! The chap who made it probably just flattened it out on an anvil, and job’s a good’un.

Ah yes, the interior. Like the original floorpan, this too is best described as toast. There’s definitely

a burnt, crispy overtone to what’s left of it. But, you know how we just said the carpet strip was our favourite bit? That was a lie. It’s actually the melted sun visor. We’ve never seen one go like that before, but that’s what untold years baking in the Arizona desert will do for you.

Gas mark six for 40 years

Like the sun visor, the rest of the upholstery has gone brittle, or gone into storage for the time being, including the original front pews. A brace of Beetle seats have taken up residence in their absence. “The Rometsch seat is a big old, wide, comfy thing with a wooden seat frame that has the upholstery nailed to it. I haven’t got the money to restore them yet so Gavin lent me some from a ’62. The thing is he might not want them back as I had to cut and lower the frames and runners as the driver’s seat base touched the steering wheel.”

By now you should have an inkling into how much fabrication work and beard scratching has gone into this car. But Adam did have one ace up his sleeve. He knew before he bought the car he could rely on the amazing Rometsch resource that is the Grundmanns, the world’s foremost experts on Rometsch. Not only did Traugott and Christian allow him access to their own cars and archives, they lent him a wooden former from their collection so “a crazy boatbuilder in Norfolk, like a hermit, could make a new rear window for me out of Perspex.” Adam recalls having kittens trying to fit it, but says he wasn’t as scared as the guy who fitted the front one, which is a glass replacement that came from the Grundmann’s stash.

You don’t need to be a Rometsch aficionado to tell the suspension on Adam’s Lawrence has been modified, a lot. “I mocked the front end up to see where I wanted the wheels to sit, and then Gav helped create a 7-inch



“I will paint the car one day...”



△ Headlights are Isetta bubble car units, whilst the wheels were bought through the Restowagen forum about four years ago and haven't been touched since

narrowed beam for the car. He handled the tubes, brackets and machining, while Evil Ben dispensed some end plates, shock towers and plenty of advice. “It's running hybrid king and link to balljoint dropped spindles with late Beetle drums, drilled to Porsche pattern, with a 356 drum placed over the top. The rest of it is pretty much all Airkewld's air-ride kit from Pete Skiba, with air shocks on the front and bags mounted via brackets handling the rear.” Sensibly, the car has been set up so it's still driveable at full drop so, should the system fail, Adam should be able to limp the car safely to the hard shoulder. What's it like to drive? “It's a bit of a boat, but it's not that bad. I spent ages setting the tracking correctly, and the only mod to the 'pan was shaving the bottom of the framehead for clearance. On full lift I get about three inches of clearance and I drive it with a touch of Cal Look rake.”

Thumbs up

“People look and either shake their heads or give me a thumbs up. Even old Mr. Grundmann loved it when he saw it. The only thing he said was it's missing two decklid springs, but where on earth do you get those from? It took a year to get it on the road and it's a great feeling driving it. I will paint the car one day and, when I do, all of the work I've done will be cut out and I'll start again from scratch.”

We're certainly looking forward to seeing it's next incarnation but, for now, we'll let Adam sign off: “I couldn't have got the car out there without the help of my good friend, Ant. He spent hundred of hours in the garage with me, mostly taking the piss, but through thick and thin he was there to help spanner, formulate plans, and drink tea / beer. Gav and Ben were equally instrumental for their knowledge and encouragement. Gav made the first cut on the car and Ben was always willing to answer my dumb-ass questions and educate me. How can you go wrong with friends like these? There are many other people to thank, too: the GFK; Ivan; the Grundmanns; Patrick Baptiste, the list goes on... This is what makes the whole thing so great. I'm not just lucky because I own this car, I'm lucky because, through owning it, I've met so many cool people.” ■

THE BUILD



< How Adam bought the Rometsch in 2011. It went to Rich and Jackie Rivera's house in California, prior to being shipped to the UK

> The exterior didn't look too bad, but the entire bottom six inches were rotten, due to water sitting in the car



< Adam made up dozens of panels, discovering along the way that these cars really were handmade – the driver's side channel was 3cm short than the passenger's!

> The detailed 'pan waiting for the body to go back on. In this shot you can clearly see the rear air ride install





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'70's boy racer



The connotations of the phrase 'boy racer' mean most people go out of their way to avoid being labelled such, but Darren Smith embraces it, and his Formula Vee-esque '71 is the result

Words Mike Pye Photos Laurens Parsons



W

ith the scene these days driven ever further toward the oldest examples of the breed, it's refreshing to see someone adopt an entirely different ethos for modifying a Beetle. True, a 1971 Beetle might not be as valuable or desirable as a 1951 Beetle, but it has a number of things in its favour. Replacement parts are reasonably priced and more readily available and, if you want to customise it in a period style, there's no contest. 1950's accessories are mega

bucks, whereas '70's stuff is a lot more affordable. And the 1970s was a particularly prolific time for the aftermarket, when it seems everyone wanted to be a rally driver. Contemporary magazines are chock full of adverts for alloy wheels, driving lights, stripe kits, wood and wood-effect add ons and smart threads to go with the look. At 40-years old, Darren Smith is a child of the '70s and loves everything about this period in automotive and popular culture. He's owned this Beetle since before he was even old enough to drive, and has no intention of moving it on to buy an earlier model now.



^ Wind-up key is a genuine VWoA promotional item, but has been converted using a garden roller bearing so it actually spins when on the move. The kids love it!

“I recall thinking I need to get more than a paper round to sort this out!”

Darren: “In 1989, my mum worked at the local Rover dealership and this car was traded in against a new car. I wanted a project to ‘do up’ to learn to drive in but only had £50 paper round money to spend. As the dealer was going to send the Beetle to the scrapyards, they let me have it for that amount.

“I remember my dad and I going to fetch it and, as we drove out of the car park, the wing mirror fell off. Then, when we arrived home, the driver’s door detached itself from the body. I recall thinking I need to get more than a paper round to sort this out!”

But the buzz of the emerging show scene and a monthly dose of *VolksWorld* magazine kept Darren

enthused, while all around thought he was mad spending so much time and effort trying to resurrect a car that, in truth, probably should have been in the scrapyards he was intent on rescuing it from. Without responsibilities, time was plentiful and enthusiasm was at an all-time high. “Over

the next 18 months or so, the necessary repairs were carried out as cheaply as possible, and I managed to get the car ready and respectable for my 17th birthday. I did it as a sort of semi-Cal Looker, with Baby Turbo mirrors, stuff like that, and it lasted a while until a catastrophic MoT failure in 1997 where the floor fell out...” Ah, heady days.

Realising he had reached the end of his own abilities, Darren contracted a local specialist to give the car a second, more comprehensive, restoration. That specialist was Alexis Leventis at Henley Beetles, who did the standard ‘bottom six inch’ repairs and fitted new doors, wings and floorpans. Darren then

took the rolling bodyshell home, did the prep work himself and had a local bodyshop spray the new top coat of VW Brilliant Orange. By this time, he’d really started getting into the ’70s’ vibe and, starting with a Kamei rear window louvre, was collecting parts and accessories he felt would give the car a style of its own. “I just wanted to do something different with it, not just follow the normal route as such, so I decided to try and make it look as though it had been modified in the ’70s. I like anything to do with that decade, and I really enjoy trawling the swapmeets and the internet hunting down original 1970’s accessories. I didn’t really have an image of the finished car in my head, I’ve just added things I like as I’ve gone along.”

A man named Spencer

The key part of all this for anyone wishing to go down a similar route is cost. “None of the parts on my car have cost a lot of money, it’s just tracking them down that’s been difficult at times,” explains an ever-jovial Darren. The real break came when he made contact with a gentleman by the name of Jack Spencer in Ohio. Jack had worked at a VW dealer throughout the 1960s and ’70s and was a mine of information about period accessories, more specifically the special edition Formula Vee Beetles he had played a part in creating. “Jack has been so helpful, and a great source of advice. I bought the genuine Formula Vee bonnet and rear scoops and fanfare horns from him, plus some other parts I haven’t currently got fitted on the car, and they were very reasonably priced, too.”

And that’s the fun part of this sort of modification – you can chop and change parts around to suit you, and quite often Darren says he’ll add bits – such as the genuine US VW promotional ‘clockwork’ key – just to go to shows, or to pick up his six-year-old son, Alfie, from school. “The kids love it,” he says with a grin, “but I’ve had to stop driving around with it as you get



TECH INFO

BODY: 1971
1300 Beetle
ENGINE: 1600;
Scat 69mm
counterweight
crank; stock
cam; DRD
Racing L3
heads; Scat 1.4:1
rockers; twin
36DRLA Dells;
GEARBOX:
Stock 1300
INTERIOR:
Stock, but
upgraded to
Formula Vee
spec
WHEELS: 5.5J
Sprint Stars
TYRES: ; 145
Firestone F560s
front; 195/65
F590s rear

< The full Kamei kit – parcel shelves (there's a rear one in the car, too), tunnel tray and door pockets. Steering wheel is Formula Vee edition. Berg shifter is used because it works, though Darren has an original Vee one behind the back seat!

> The man with the plan. Note the checked gutter trim on the car, too

> Engine is a sensibly tuned 1600, with money spent in the right places. A counterweighted crank, balanced bottom end, decent heads and a pair of baby Dells turn this car into a lively, reliable performer on the street





▲ Genuine Formula Vee Beetles are few and far between these days, but there's no reason not to make your car look like one. Now how about some thick-lip Rivas Darren? You know you want to...

“I wanted it to look as though it had been modified back in the '70s”

people videoing it as they're following you, and I was worried someone was going to go into the back of me!”

There's more to this car than just some plastic bolt-on goodies though, it's also been given a mechanical upgrade in keeping with its overall style, as Darren explains: “I have tried as to add some performance accessories that I feel work with the style of the car, and also help make it a bit safer to use in modern traffic, whilst still maintaining its '70's street racer look.”

Much of that is thanks to meeting Danny Fox of VW / Audi specialists, Fox and Son Auto Engineers in

Hurst, near Reading, around the turn of the century, which changed everything for Darren. “At that time I was quite heavily involved with the London and Thames Valley VW Owners' Club, and a few of the members used Danny, so he came highly recommended. I'm kind of practical, but I haven't got all

the equipment, or the experience, Danny has and he's been invaluable in helping me complete all the mechanical modifications to the car. We've built a completely new engine from scratch and he's shown me and taught me all the way along what works well and why,” explains Darren enthusiastically.

Making the most of it

While Darren was already on top of the looks and accessories side of the project, this amiable collusion has led to the car now sporting a front beam with Puma adjusters, caster shims, Koni red shocks and a stock VW disc brake upgrade, which help make the most of the 5.5J Sprint Stars and radial tyres. Darren: “The car has been as low as six inches in the past, but I'm happy with a three-inch drop at the

front only as it gives the car the ride and the stance I want.” The engine is a completely fresh 1600, built by Darren and Danny in a new AS41 case with a balanced bottom end, counterweighted crank, stock cam and a pair of CNC-ported cylinder heads from DRD Racing Heads in California. With stock valve sizes, they're designed for improved bottom end torque and good mid-range performance up to 5,500rpm. In other words, the perfect choice for a car like this, which sees regular street use well under that rev range. A pair of 36mm baby Dells on port-matched manifolds, Pertronix electronic ignition, an Autocavan / VW Speedshop exhaust and full-flow oiling round out this sensible, well thought out upgrade package. “It's not a really fast car,” reports Darren, “but it nips around okay, and with the disc brakes it just feels a much safer car to drive now. Most importantly, it's completely reliable, so I jump in it and use it every opportunity I get.”

The Alfie on the cake

The best thing of all about Darren and this car is that he is genuinely completely happy with it, and plans on keeping on top of it so he can pass it on to Alfie when he is old enough to drive. “It's not perfect, and it's not the rarest of models, I know that, and it probably doesn't justify the money I've spent on it, but that doesn't matter. The enjoyment I get from it is driving it, hunting down unusual parts – and meeting interesting people in the process – and seeing an end product that you won't see another of at a show. The fact that Alfie is now starting to show an interest in it is just the icing on the cake for me. I've been dragging him along to shows since he was born, but he's now starting to enjoy the car with me, and has got into his head that it's going to be his when he's older. And you know what, that would just be the best thing for me, and for the car.”

To conclude, I can do no better than quote the 1970 VWoA Formula Vee brochure: “If just reading about the Formula Vee turns you on, picture yourself behind the wheel. The ignition key is in your hand. Go ahead. Turn on.” ■



Hella spotlights, Formula Vee fanfare horns, EMPI overrides, Kamei chin spoiler. This baby has got it all!



Front and rear 'airstream' scoops came from Jack Spencer who worked at an Ohio VW dealer that sold Vees when new



Seats have wonderfully named Kumfekar seat covers and VW accessory headrests



Wolfsburg crest tissue holder was on the Formula Vee option list, but Darren's one now houses an iPod feed



Where Darren's accessory obsession started – the Autoplas window louvre



Side stripes are genuine Formula Vee, decklid stripe had to be made



Chrome number plate light with EMPI-branded dual reversing lights

FORMULA VEES



Volkswagen's Formula Vee.

While what Darren has ended up with is more a statement of his personal taste, Formula Vee Beetles did exist, both in Europe and America, from '66 through to around '73. They were generally Beetles (and occasionally Type 3s and Karmann Ghias), sporting a range of VW dealer-added accessories, starting from a basic set of side stripes up to the full 'rallye' package, which could include items such as wood rim steering wheels, front and rear air scoops, fanfare horns, sports wheels (or wheel covers for the posers), a rev counter and the fabulously named 'Thundertone' tapered tailpipes. According to anecdotal evidence, if you went mad, you could add nearly \$700 worth of accessories to your Beetle, at a time when a 1300 Deluxe cost \$1,900!

The wording of the brochures suggests the Formula Vee package would turn your car into a competent performer "at rallyes and gymkhana events", though that might have been over-egging the pudding a bit. In reality, the Super Vee package added some visual pazazz and some sporting pretension to the basic Beetle. ■



Formula Vee alloys were the precursor to the Riviera. Radials were a hot upgrade



The full wood kit was a sight to behold. Note real Formula Vees in the background

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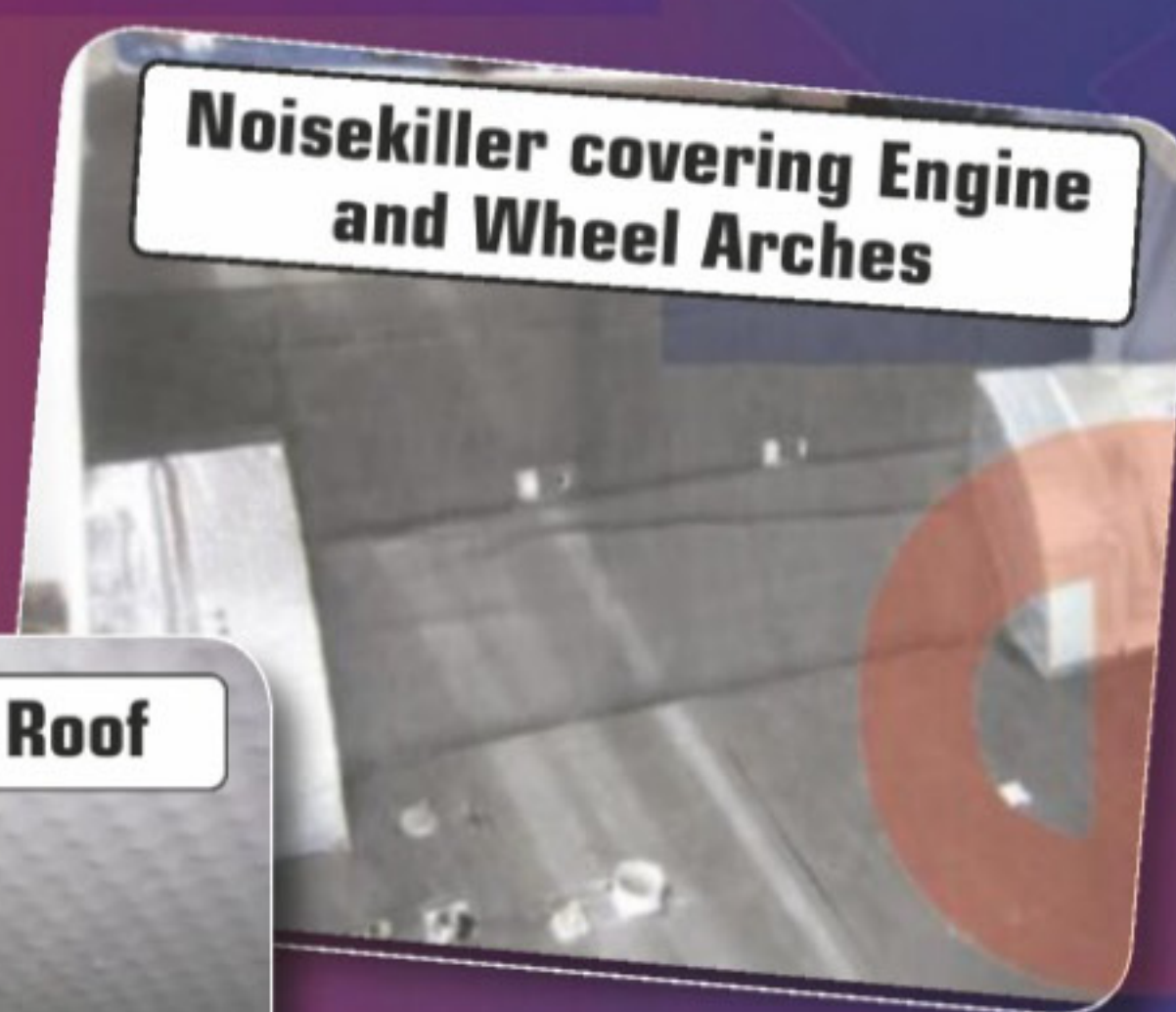
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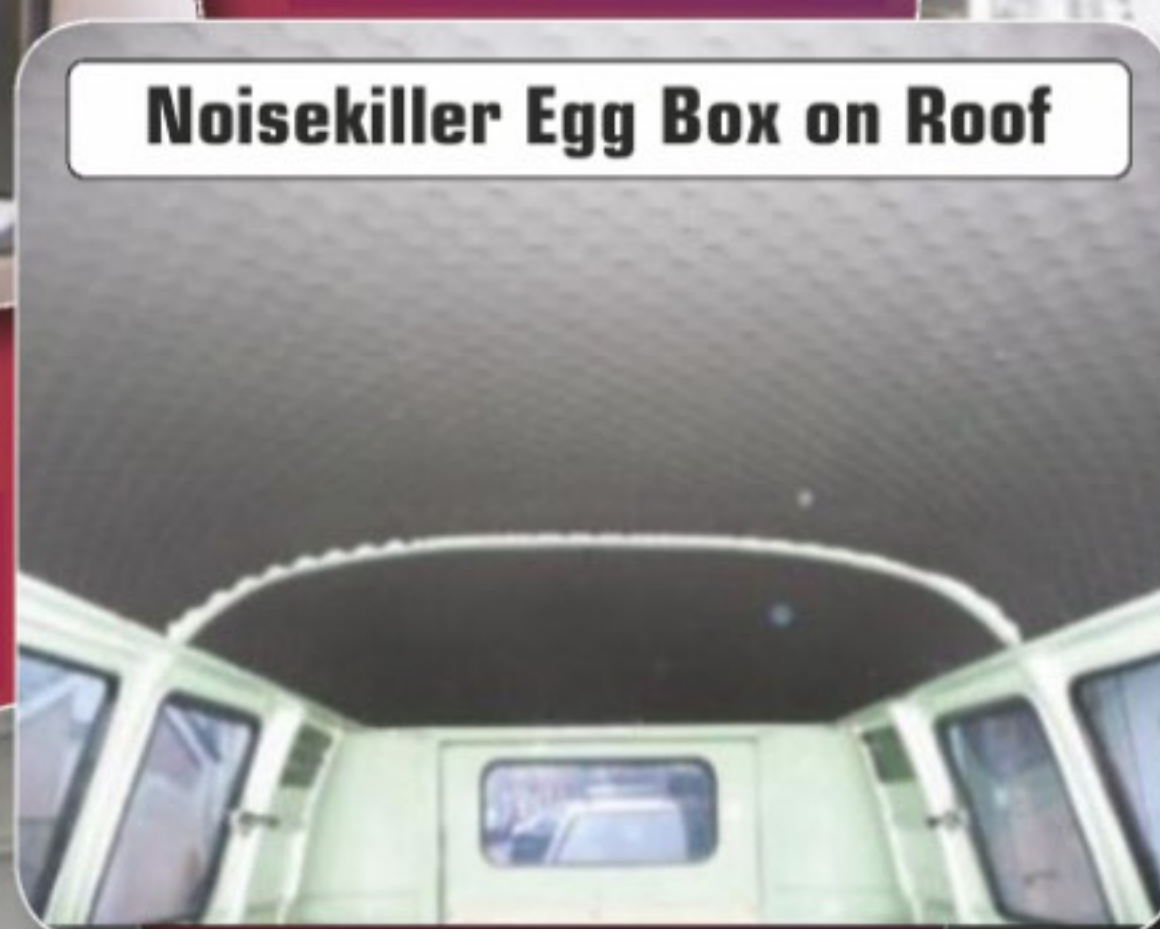
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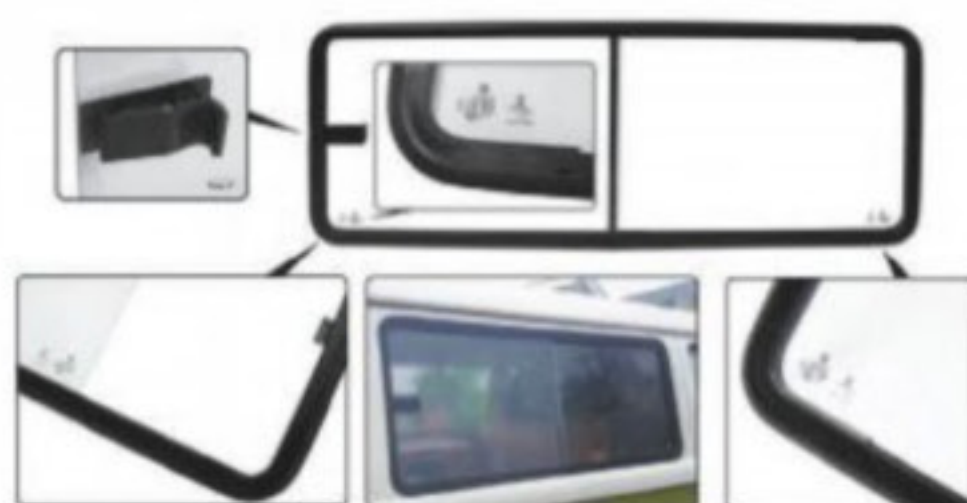
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Whatchoo talkin' 'bout Willys?

Wondering why there's what appears to be a Willys Jeep in *VolksWorld*? Read on...

Words Helmut Schnauzer Photos Dan Pullen

W

hen someone writes two pages of notes about the accessories on their car and talks more about the paintwork and visual adornments than they do about the car itself, it's safe to say we're not dealing with your average VW owner here. But then this

isn't your average VW. In fact, to most people it's not a VW at all, but a Second World War Willys Jeep. So what's it doing in *VolksWorld* you might ask? The answer lies in the running gear, which comprises a Volkswagen torsion bar front beam, a VW gearbox and a flat-four engine. Look closely under the sills just ahead of the rear wheels and you will see the familiar-looking torsion bar covers, indicating the rear suspension is all VW as well, as is the steering box and the brakes, all attached to a sturdy rectangular box section chassis with a steel, not glass fibre, body on top. The company that came up with the idea for these Jeep-alikes was Hadley Engineering Inc. in California who, as far as we have been able to ascertain, sold them both as turnkey cars and in kit form from 1977 into the early 1980s. Even with the wonders of the internet these days, very little information seems to exist about them, but here's what we do know.

Horn of plenty

The steel frame that underpins all Veeps is a basic H-shape, with tubular bracing in an approximate x-shape from the single central crossmember to add some rigidity. Bolt-on brackets front and rear enable you to attach a VW front beam and complete rear torsion bar and frame horn assembly. To this the steel body is then bolted down via six welded-on body mounts. The frame and body package, in 1977, would have set you back \$1,795, not much less than the price of a Beetle at the time, which might go some way to explaining why they are a relative rarity these days.

For your money you did also get a pair





“As authentic as possible
for minimal outlay”

▲ Peter's partner, Hettie, is as into the whole wartime reenactment thing as he is, but we'd wager she suits the outfit better than him!

of bumpers, a windscreen frame, a roll-over hoop, lights and a set of seats, as well as all the necessary fixings and fittings and conversion parts. These included a firewall-mounted accelerator pedal, a bolt-on bracket to accept the VW clutch, brake pedal and master cylinder, a steering column extender with UJs and a top-mount bearing and a coupler and plate to relocate the VW gear shifter. All you needed to supply was a donor car for its engine, gearbox, suspension, brakes, steering, wiring harness and miscellaneous parts like switches and gauges. Plus a fuel tank and windscreen.

All-steel body

Where the biggest uncertainty today seems to stem from is what the bodies actually were. Were they genuine Willys Overland Jeep bodies or aftermarket versions? The Hadley brochure is non-committal, describing them simply as “all steel body manufactured to original military specifications.” Knowledgeable Willys people describe them as M38 replacement bodies, rather than original M38 bodies (the M38 was the later ('49-'52) military version of the Jeep, derived from the wartime ('41-'45) Willys MA and MB models). With an eye to continuing production after the war, CJ (for Civilian Jeep) variants of the wartime Jeep were in development even before the war finished and are most easily distinguished by the presence of a drop-down tailgate to make loading easier.

Peter's research into his own car here turned up a seven-digit Willys part number stamped into the body tub, which Willys Overland Motors in Toledo, Ohio have dated to 1949-'51 production, though they could be no more specific than that. “As far as I can work out,” explains Peter, “it's either a CJ2A or an M38 tub, but as it has the tailgate, it seems likely it's a CJ version.” This is all getting a bit deep for a VW magazine though, so let's get back to Peter's car here.

What made you buy it in the first place, we asked? “I grew up watching war films, all of which had Jeeps blasting around them and, from there on in, I really wanted one. Prices for a decent wartime Jeep are crazy though – up to £20k – and even a complete basket case will set you back £5k. I knew this wasn't

TECH INFO

ENGINE: 1641cc

Type 1 by Pete Roberts; Engle 110 cam; dual Solex carbs

GEARBOX:

Early '60s Beetle 4-speed, modified to fit

SUSPENSION:

VW Beetle front beam assembly; VW torsion bar and swing axle rear with coilover shocks

BRAKES:

Stock VW wide-5

WHEELS:

16 x 4.5-inch, made from VW wide-5 centres and Land Rover Series One rims

TYRES:

6.00-16 bar grips

realistic for a car that would only see about 1,000 miles a year, so I put the idea out of my head. Then, one day, I came across a chap in the Midlands who had this Veep for sale.” That chap turned out to be well known Buggy enthusiast Melvin Hubbard. Mel had bought the Veep from a guy who imported it from California in 1982 and had got as far as stripping it, blasting it and painting the body green. “When I bought it, it had an engine in it that didn't run, no interior, instruments, wiring or brakes. I've never had a VW before, but I'm quite mechanically minded, and was told that VW mechanics were pretty straightforward, so I took a punt on it.” About a year later, the Veep was roadworthy once again and had passed its first MoT. “Much tinkering has happened since then though...” says Peter with a grin.

Built on a budget

The majority of that ‘tinkering’ has been sourcing era-correct Willys Jeep parts and detailing the Veep,

which Peter and his partner, Heather, or Hettie, take to military shows and wartime re-enactment events. “The whole thing has been done on a budget. The aim was to make it as authentic as possible for minimal outlay. “It's ‘dressed’ to mimic the US division that raided Hitler's Eagle Nest,” explains Peter enthusiastically. “I painted it in Olive Drab myself and the stencils mark it as 101st Airborne Division, Easy Company. Booty from that raid includes six bottles of Hitler's own label wine and a wickerwork basket of silverware, though I've still to source the contents for the latter!”

Field kit includes the obligatory shovel, axe, gas mask, tow rope and 'screen cover, but Peter has personalised the Veep further with, amongst other things, a .50-calibre



Now here's a tyre you won't see too often in *VolksWorld* – 6.00 x 16 military bar grips. But if the rubber fits, wear it



That ugly exhaust is on Peter's list of things to change, both for looks and to alter the engine note



There's nothing here that gives the game away as to the origins of this vehicle...



...but peek under those flat fenders and it all starts to look more familiar



Part of the reason this Veep looks so authentic is the amount of genuine Willys parts used in the build, including front and rear seats



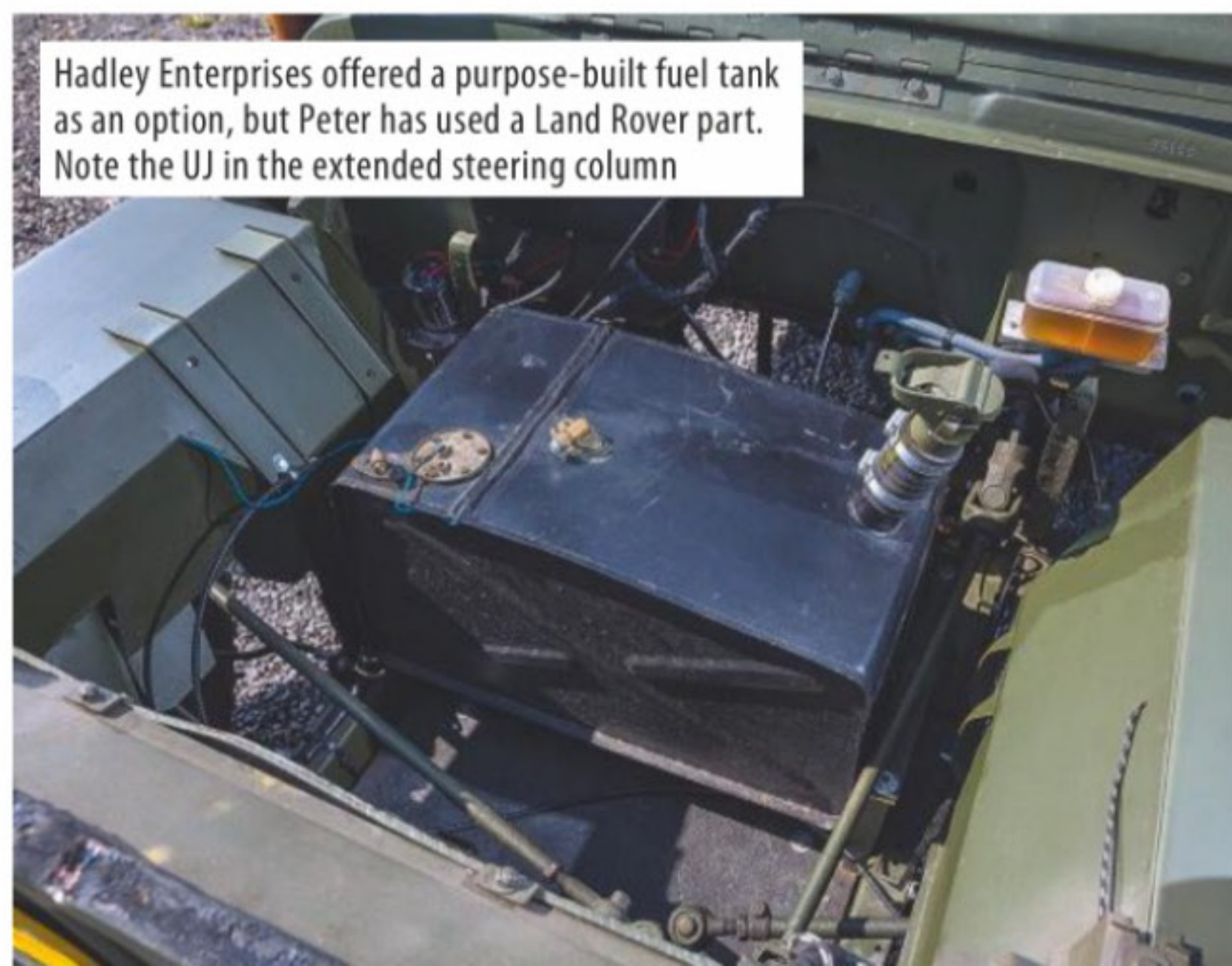
Shotgun is just a butt in the holster, which Peter delights in pulling out to show passing policemen



Hitler's own wine. So it's true what they say about men that drink rosé



Can you believe Peter made that .50 gun himself from offcuts of metal and wood?!



Hadley Enterprises offered a purpose-built fuel tank as an option, but Peter has used a Land Rover part. Note the UJ in the extended steering column





“A .50-calibre Browning machine gun of his own making”

◀ The steering wheel is a genuine Willys piece, which necessitated a special adapter boss to bring it up to the correct position. Likewise, the gear stick has been angled back and fitted with a Willys knob. Dash switches too are Willys parts

a few eyebrows, and they had to get the manager to agree to do it. Then I made it out of bits of scrap metal and wood. The barrel is a display stand from a shop, the body is made from shelving from Boots and the grips are bits of old broom handle. The whole thing cost less than £50, compared to £700 for a replica one.”

Along similar lines, the radio is one of our favourite pieces. It's a genuine 1940's wartime unit but was way beyond restoration so Peter had another idea: “I stripped the valves out and replaced the internals with an amplifier and two 6 x 9 speakers. I connect this up to an iPhone, which is full of WW2 radio broadcasts, music and military chatter.”

Peter is quick to acknowledge the help of another

Browning heavy machine gun of his own making. Yes, we did say of his own making. “I contacted Browning and explained what I was doing. They kindly sent me plan drawings and I had them blown up to 1:1 scale at my local Staples. That raised

▲ Hettie's back... and her front, too

◀ 1641cc motor with mild cam and dual Solex carbs scoots the Veep along quicker than a stock Willys Jeep

Peter in the project – Pete Roberts at Funkenblitz in Portsmouth. “Peter's been amazing. He has a real eye for detail and helped enormously in tuning the engine and modifying the gearbox (an early '60's Beetle unit). I owe a great deal to him and his engineering skills.” Given Pete's penchant for cubic inches, we think Peter did well to get his

Veep back out of his workshop with just a mild 1641 in it. “It might only be a small VW engine, but it goes like a rocket as the car weighs so little. It's quite frightening, and it'll leave any Willys Jeep standing.”

Eye for detail

If Peter says Pete has an eye for detail, then this proves it takes one to know one, for it's in the bits that might be lost on most VW fans that he has really excelled. Take the wheels for example. Willys Jeeps had 16-inch wheels and, when Peter failed in his efforts to track down a set of 16-inch Split Beetle wheels, he used his ingenuity and cut the centres out of some 15-inch solids and mated them with Series One Land Rover rims as a stop-gap measure.

Some of the incidental details Peter has added are small, but important if you're going to build a replica of anything and make it believable. He's even gone as far as printing an image of a radiator core on fibreboard and mounting it behind the front panel to further fool casual onlookers. It works too, for the most part, and the majority of people take the Veep in the spirit to which it is intended, though Peter enjoys telling the story of the overweight paratrooper reenactor who told him rather rudely, ‘Well mate, it's not a proper f'ing Jeep.’ “I thought, at 50-years old and 50 stone, you're not anything like an airborne trooper!” laughs Peter.

For our money, this is one of the most convincing VW-based replicas we've ever seen, and think Peter's made a superb job of detailing it both authentically and to his own tastes. The fact that his partner Hettie – that's her doing the superb job of pin-up modelling on our shoot – clearly enjoys it, and the lifestyle it affords them, as much as him makes this a great story, and one we are delighted to be able to bring you through the pages of *VolksWorld*. ■

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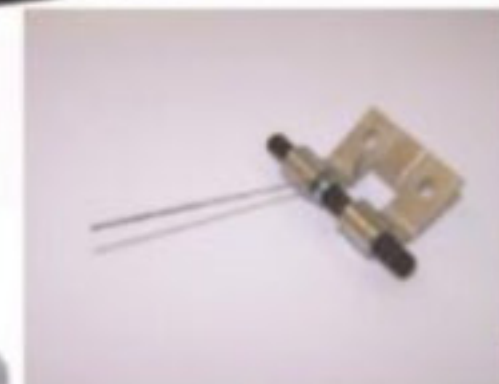


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Attack of the clones

Chris Kinnarney wanted these two Taiga Green machines to complement each other. Which they do, perfectly

Words Richard Gunn Photos Dan Pullen



It's almost the Volkswagen equivalent of the great chicken and egg conundrum. Which did come first out of these matching Volkswagens? The Late Bay Westfalia or the long wheelbase Mk1 GP Buggy? Well, in purely historical terms, the Buggy pips the Bay to the post, as it has a 1968 Beetle 'pan underneath its glass fibre, mid-1970's body, while the Westfalia dates from 1978. But it was the Camper that owner, Chris Kinnarney, acquired first, in the summer of 2004. The Buggy came along four years later, when Chris decided he fancied a somewhat unusual "tribute" to it. Most people might have been satisfied with buying a scale model to respray and sit on the dashboard, but not Chris. "As the Bus is a keeper and was chosen due to colour, year and

interior, I felt I wanted to build a Buggy with as many of the same details of the Bus replicated as possible," he says. "I even had my graphic designer mate, Neil, take the original Westfalia logo and create a GP Buggy logo in the same style, which I had cut and then mounted on the rear panel to imitate my Bus."

Chris' enthusiasm for all things Volkswagen started when he was 14, after helping his dad work on his vehicles. "I wanted a cheap, different car of my own to modify instead of the usual Novas and Escorts. And I loved Herbie. So, after saving my pocket and paper round money, I bought my first Beetle – a 1968 1500 – and I still own it today." Along the way, Chris has also had a '68 Bay, a '53 Oval, a late Squareback, another GP Mk1 in full Mystery Machine livery - no doubt he never got away that far with it because of pesky kids - plus a couple of Bajas and a GP Turbo-bodykitted Beetle.



"I even had a mate take the original Westfalia logo and create a GP Buggy one in the same style"



▲ Attention to detail abounds throughout. Note the matching Westy-style logos on the back of both vehicles

Suffice to say, this is a man who likes his air-cooled VWs a little different.

The Westfalia was bought via Volksaholics in Essex after Chris visited the USA in 2003, and realised how reasonably priced Buses were there at the time. “I had an orange, UK-spec, 1979 Westfalia I’d bought for £700, but it needed so much welding I figured I should just buy one that had never been welded, as my welding and panel fitment is nowhere near as good as Volkswagen.” His wife, Lisa, convinced him to try and find one that had already been shipped here rather than fly to the States on the off-chance of finding one. “If I went to the US and didn’t find what I wanted, the likelihood was I would have blown my money on something else instead,” he laughs. Fortunately, Volksaholics did the legwork for him, sourcing just what he was looking for – a rust free, complete, Taiga Green, US-spec Westy. Chris admits to it being “comparatively expensive” at the time at £6,000, but firmly believes you should buy the best you can afford. “As my one is looked after each year, I know it will not fail its MoT on any rot. Which is comforting because, as I get older, I find myself less enthusiastic about laying on my back welding up rusty underbellies.”

The Jedi master

However, the Westfalia did need some work. It had a few dents and scrapes, which were repaired by a man Chris describes as “the Jedi of repairers”, semi-retired bodywork manager, Terry Wilson. A few small dents were deliberately left untouched as they “tell a story from the Bus’ past. I regularly get asked why I have left them and my answer is always the same: I love things to have evidence of use. New things are okay, but good quality used, fully-functional items have a more tactile nature about them. I am happy to live with the signs of use, it’s the memories created by the time spent in my VWs that are important to me.”

One knock that couldn’t be ignored was when a careless driver swiped the front of the Bus, inelegantly taking off the nose-mounted spare wheel in the process. Aside from the front panel though, much of the body, and paint, remains original.

The interior is a little less factory. There are a

TECH INFO

BODY: Stock '78 Westy with Deluxe trim
ENGINE: Stock 1800cc Type 4
GEARBOX: Stock
SUSPENSION: Foksy adjusters in front beam, rear dropped one outer spline
WHEELS AND TYRES: Polished EMPI 5 replicas; 185/65 and 205/65 x 15 Michelin Energy tyres
INTERIOR: Champagne Edition steering wheel; Type 25 front seats; Eberspächer heater; Westy plaid cloth

few choice extras such as the Champagne Edition steering wheel, Scat Dragfast shifter, Eberspächer petrol heater with timer, fridge and a Westfalia dash table. Most noticeable though are the Type 25 seats, finished in the same '70's-tastic green plaid cloth and vinyl as the rest of the interior. “I love those,” smiles Chris. “They were modified by Whiff [Graham Smith] of Whiff’s Trimming in Surrey. Essentially, he narrowed the bases on the insides of both seats to enable the centre storage container lid to open without having to move the seats, as they’re too wide in stock form.” The door panels also had to be altered with relocated Type 25 handles.

The 2.0-litre, fuel-injected engine was left as it was. “Well, it’s enough to sit at 70mph all day long. And much better at getting up Porlock Hill in Devon than my 1600 Split ever was!” says Chris by way of an explanation. There’s not been that much tweaking of the suspension either. “It’s lowered by a few inches, not slammed. It’s just low enough to fit in the garage and not have

the tyres rub when we are fully loaded. I guess I am getting older, so sensibleness has shaped the stance.”

Taiga feat

Four years after the Bus purchase, Chris started work on his second Taiga Green machine, the long-wheelbase Mk1 GP Buggy. This, as you might expect, was somewhat more involved, Chris having to source the mechanicals from a beyond-saving Beetle found around the back of a pub in Watford for £200 to mate with the £500 body he’d acquired. It took longer too for, shortly after he’d completed the rolling chassis, he was diagnosed with testicular cancer. That put



“It’s the memories created by the time spent in my VWs that are important to me”



Steering wheel is from a Champagne Edition Bay



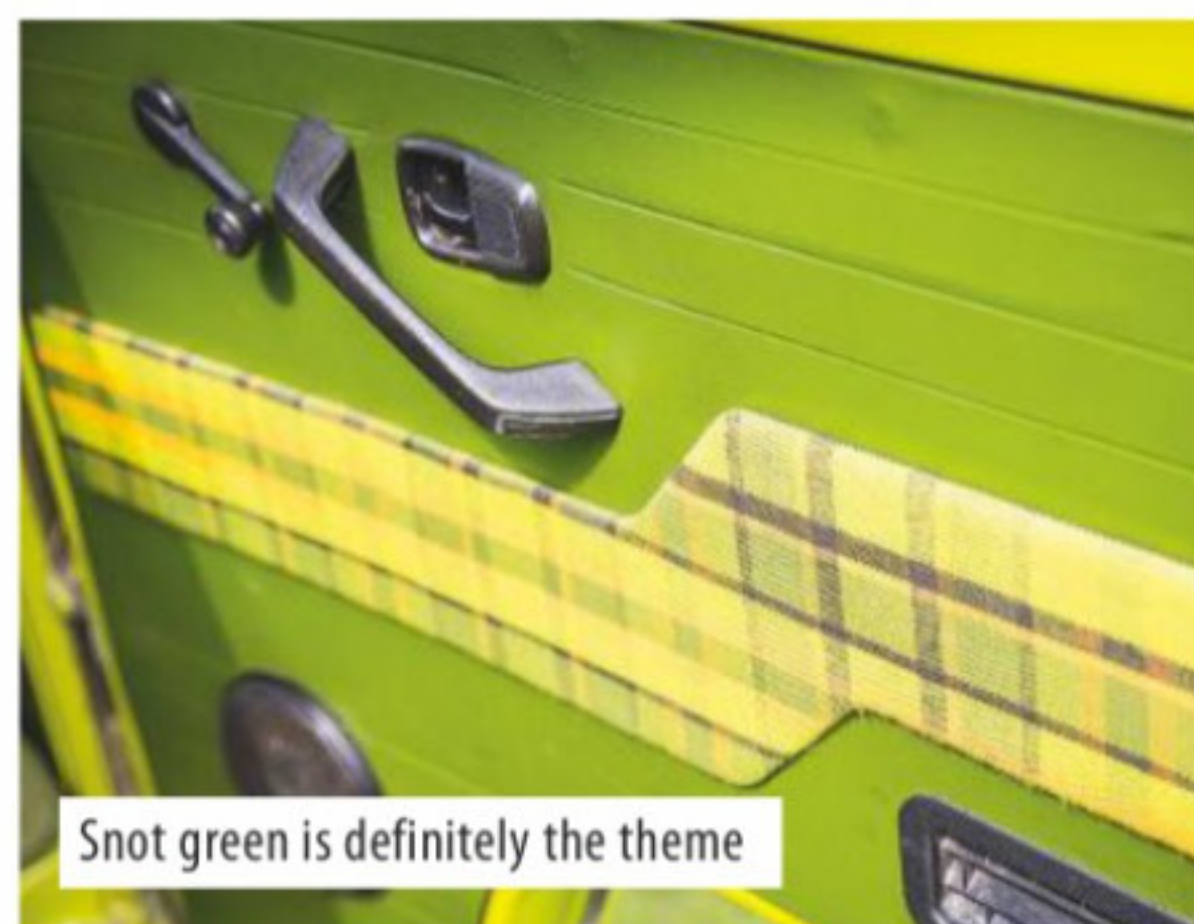
Now that’s a cup holder! Actually, it isn’t...



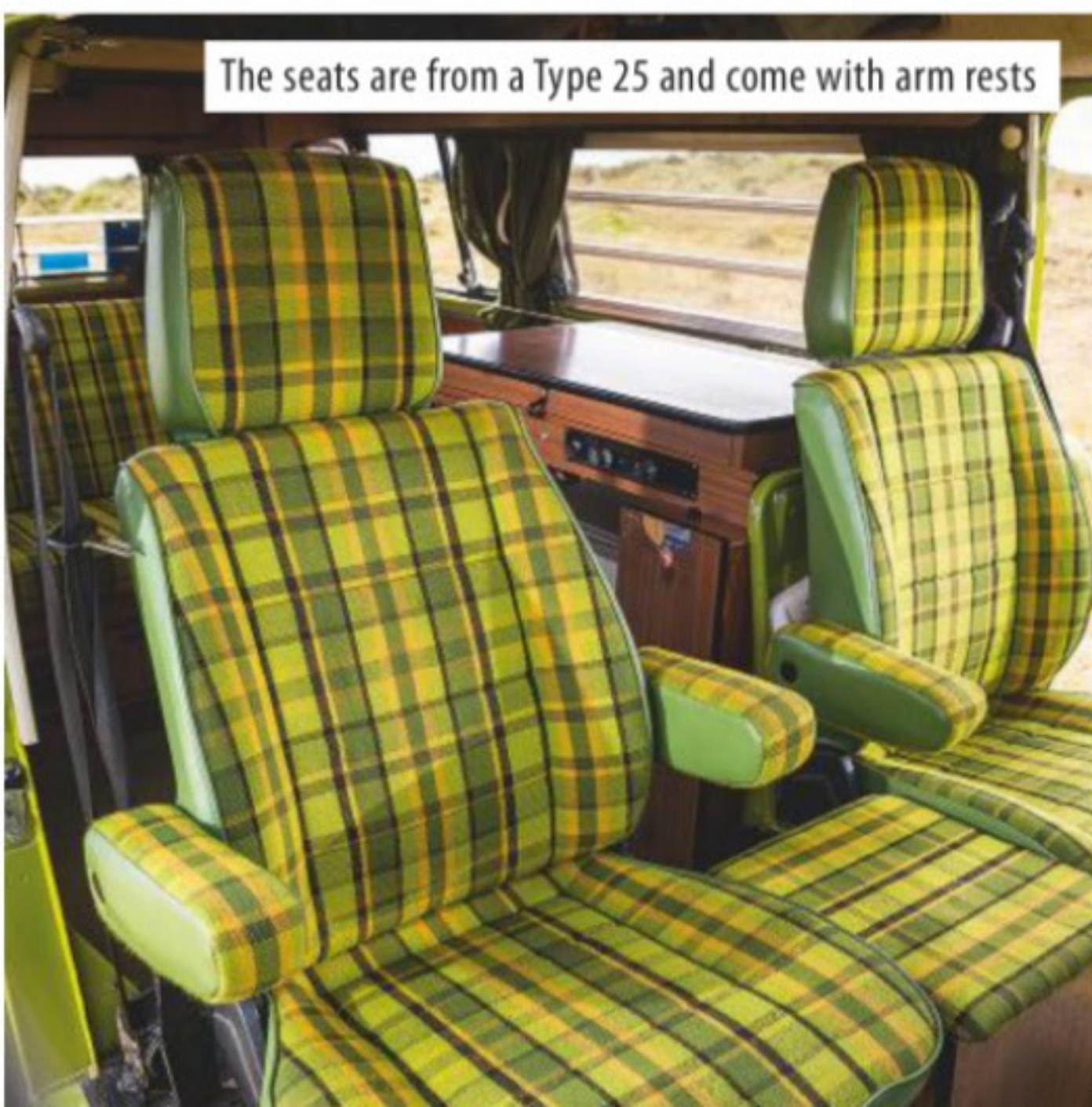
The interior is a 1970’s fashion triumph of plywood and plaid



All mod cons, who needs a house?



Snot green is definitely the theme



The seats are from a Type 25 and come with arm rests



The Bus is still used for camping. We wonder if Chris has a matching duvet?

“I need to fit a tow bar to the Bus so I can bring both to a show”





Steering wheel is a Thump Thump 'Low' item – very cool, except when it's hot, or cold...



Surfboard mirror is apt. Well, it is a Beach Buggy



Thump Thump steering wheel is cool, except when it's hot, or cold...



Engine is a stock 1300 twin port, with dual cannons



When was the last time you saw a Buggy trimmed in Westfalia tartan?



^ Chris is obviously a *Star Wars* fan. He could mount his own *Attack Of The Clones*

< Which one would you take? It's a tough choice

a lot of things into perspective. Work stopped completely on the Buggy and Chris traded in his well-paid job in Watford to move to a small coastal village in Norfolk. It was only after all this upheaval that work on the car resumed. However, at a house with no garage, it wasn't easy. "I did what I could in the shed and bathroom (!) in terms of painting and building up the smaller parts. I also built a really poor spray booth in the back garden out of the framework for our awning and some tarpaulins. But, as Norfolk is so windy, it didn't last long." He also ran into quite a few problems putting the old Buggy body together, including having to fabricate numerous brackets and clips and figure out where everything was meant to go. A major undertaking was re-positioning the fuel filler so it wasn't millimetres away from the nearside headlamp. That meant having to weld the fuel tank. "It was a scary prospect. I filled it with water and managed not to blow myself up!" reports Chris. He also learnt to work with glass fibre resin and matting, repairing all the holes and cracks in the aged gel coat himself. "I had never done it before and I'm well pleased with the results," he says proudly.

As with the Bus, the engine (a 1285cc) was left standard, but Chris went more to town on the interior. Along with the Thump Thump 'Low' steering wheel, a modified Late Bay instrument panel was fitted so Chris could have the same

TECH INFO

BODY: GP Mk1 LWB, refinished in L63H Taiga Green

ENGINE: Stock 1300 twin port; dual Buggy cannon exhaust

GEARBOX:

Stock 1300

SUSPENSION: Sway-A-Way adjusters, rear dropped one outer spline

WHEELS AND TYRES: EMPI 5 replicas; 145 x 15 Firestone F560s (front); 205 x 60 x 15 Marshalls (rear)

INTERIOR: Seats trimmed in reproduction Westfalia cloth and green vinyl; Bay gauge pod

speedometer and fuel gauge as in his Camper. Likewise, the Corbeau buckets were re-trimmed by Jim the Trim in Ipswich (tel. 01473 327499) in identical Westfalia cloth.

"The Buggy has the same wheels, shifter, dash, interior, number plate style and graphics as the Bus," explains Chris. "I really need to fit a tow bar to the Bus to enable me to bring both to a show together."

Sadly, Chris' inspiration, his dad, didn't live long enough to see the finished Buggy as he passed away last summer. "He would have been so proud to know my cars made it into *VolksWorld*, which he started buying for me when I was 15."

Ironically, even though he now lives by the beach, Chris can't use the Buggy there: "It was originally designed as a street Buggy when I began the build, so it's too low to get onto the sand." Nevertheless, both vehicles get plenty of use.

"Volkswagens bring me a great deal of pleasure, so moving to an area with a much slower pace of life suits us perfectly. I have time to work on my VWs, enjoy driving them on less crowded roads and

spend more time on the beach with the Mrs. and the dog. To me, these are the simple pleasures of life, so what more could I want?" ■

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Roadster paradise

22 Hebs in one place? Ooh matron

Words and photos Rob Amos

Having only been built between 1949 and 1952, the Volkswagen Hebmüller two-seater roadster is now one of the most sought after vintage VWs around, so a Hebmüller-only meeting is never going to be a huge event, but it's not every day you get to see 22 of these rare cars together in one place. Add to that a visit to the original factory, and a welcome by the Hebmüller family, and it turns into a special event not to be missed.

Yan Rami from the Hebmüller Registry and myself travelled nearly 400 miles to the meeting in Meerbusch, near Düsseldorf, Germany in Yan's blue Heb. We weren't the only 'foreigners' at the meeting, there were cars from Switzerland and Italy, plus owners who had flown in without their cars from the USA, Canada and Hong Kong. From Meerbusch, it was a short drive in convoy to the old factory at Wülfrath for a look around the now eerily empty buildings, with Claus Hebmüller as our tour guide. Next up was the recreation of perhaps the most famous old Hebmüller photograph of all, taken in the factory courtyard. All the cars were lined up as per the original photo, with a group of us climbing onto a nearby ledge to replicate the original angle. For any Heb enthusiast, this was an incredible moment. The day finished off with a BBQ and a few beers, catching up with old friends and making new ones, talking about Hebs being restored, the Hebs that got away and the Hebs still waiting to be discovered. There was further driving events arranged for Sunday, though sadly we had to head home. But what a day! ■



The original had more cars (50), but we had colour



The money shot. Of the 152 known worldwide, 21 of the 23 Hebs present made it to the photoshoot. A great effort

The famous Hebmüller badge. Even this is a beautiful piece of design



10 Hebmüllers in front of some Hebmüllers. What a fantastic legacy



Claus Hebmüller showing us the empty factory buildings where all the cars present were once built

SHOW REPORT Hebmüller Treffen



Unsurprisingly, most of the cars present were from Germany, but not all by any means



Parked up in Meerbusch, the Hebmüller collective attracted a lot of attention



As they were built on Splits, all Hebs have symmetrical dashes. Petri banjos were a common fit



Type 18A 4-door Hebmüller. Rare, yes, but not the coachbuilder's finest hour



You could order a single colour Heb, but never in silver



Compared to four-seater Split Cabrios, Hebs are cramped



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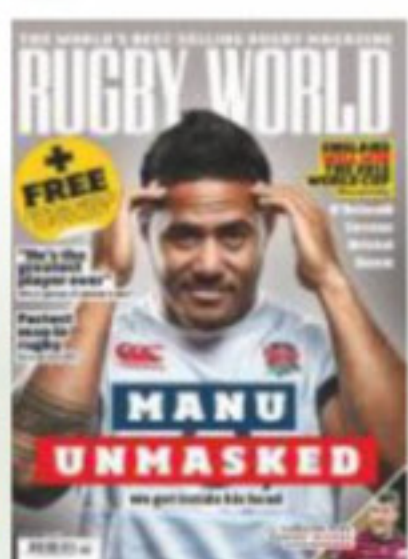
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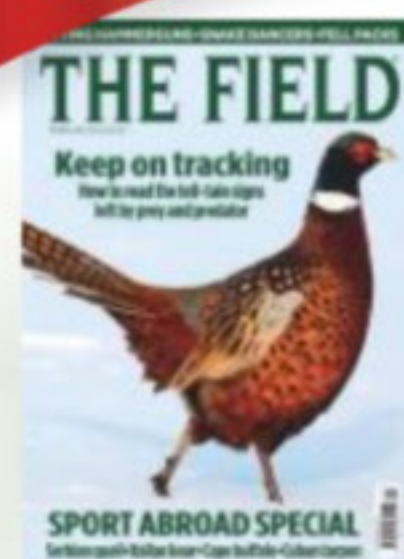
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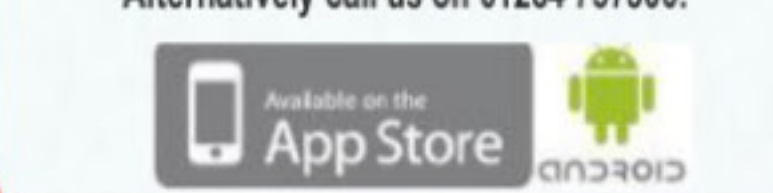
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A jolly weekend at the Pod

The name says it all – VWs and Action at the home of UK drag racing. We love it

Words James Peene Photos Julian Hunt, Bullymeister, James and Steve

There's just something about VW Action that keeps us coming back for more. We put it down to the layout, which is much more cosy and intimate than some of the larger shows because everything is contained on one side of the track, the aptly-named 'greenfield' side of the strip. And there's the fact it has such a chilled-out, family-friendly, VW-clubby feel to it. Whatever the reasons, and it's definitely a combination of all of the above, it's just one of those shows that always really works for us.

You always know what you're going to get too, and we mean that in a good way, as there's loads of action on the drag strip (all day and into the evening), an eclectic and interesting show 'n' shine field, some cool bits and bobs in the swapmeet and bit of fun to be had on the funfair.

Narni Shakers

The Saturday night is always a giggle. Even if you don't partake in the traditional fancy dress, you can enjoy the sights – and there are always plenty – especially as the evening progresses and the revellers become more and more dishevelled.

Saturday night this year was zombie fright night, and we're not sure if the zombies were more realistic the night before in full make up, or on the Sunday morning with hangovers from hell. Either way, we spotted a number of the living dead wandering around the show cars in the morning.

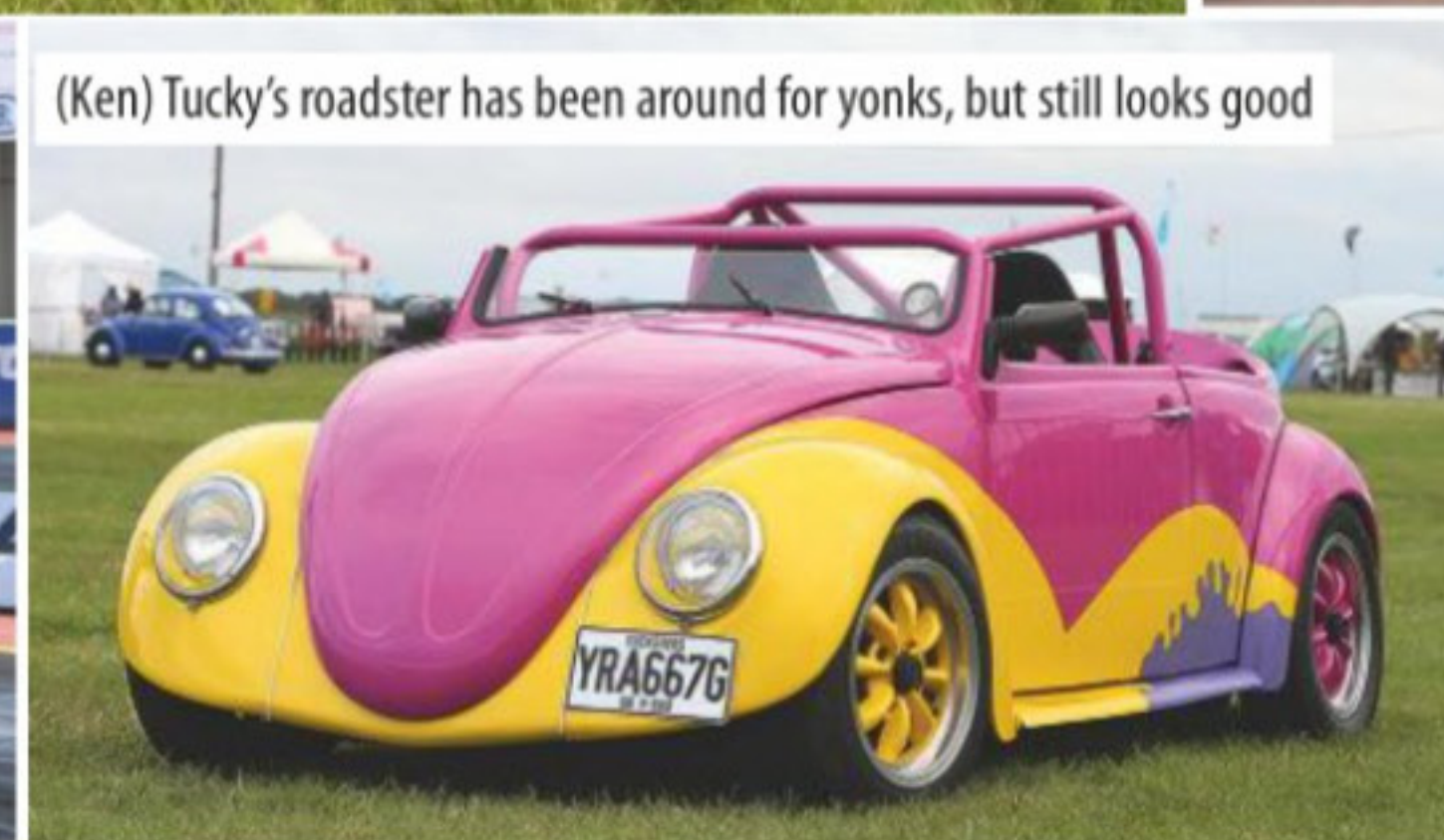
As I type these words, there are 298 days until VW Action 2015. We'll certainly be there, how about you? ■



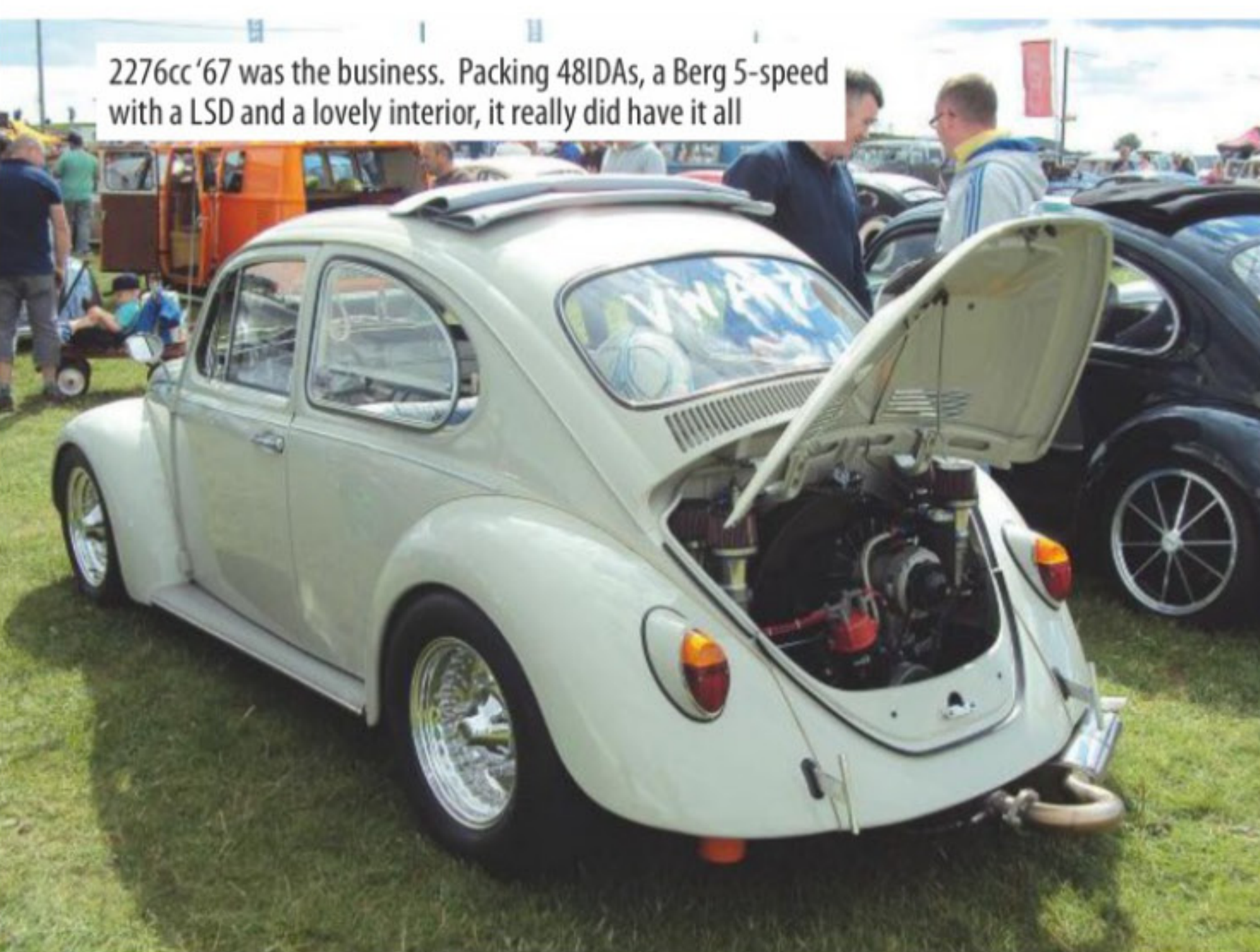
Unlike a lot of UK shows, Action still seems to attract a huge amount of Beetles, and for us that's a good thing!



Wheelie bars and a change of pants needed



(Ken) Tucky's roadster has been around for yonks, but still looks good



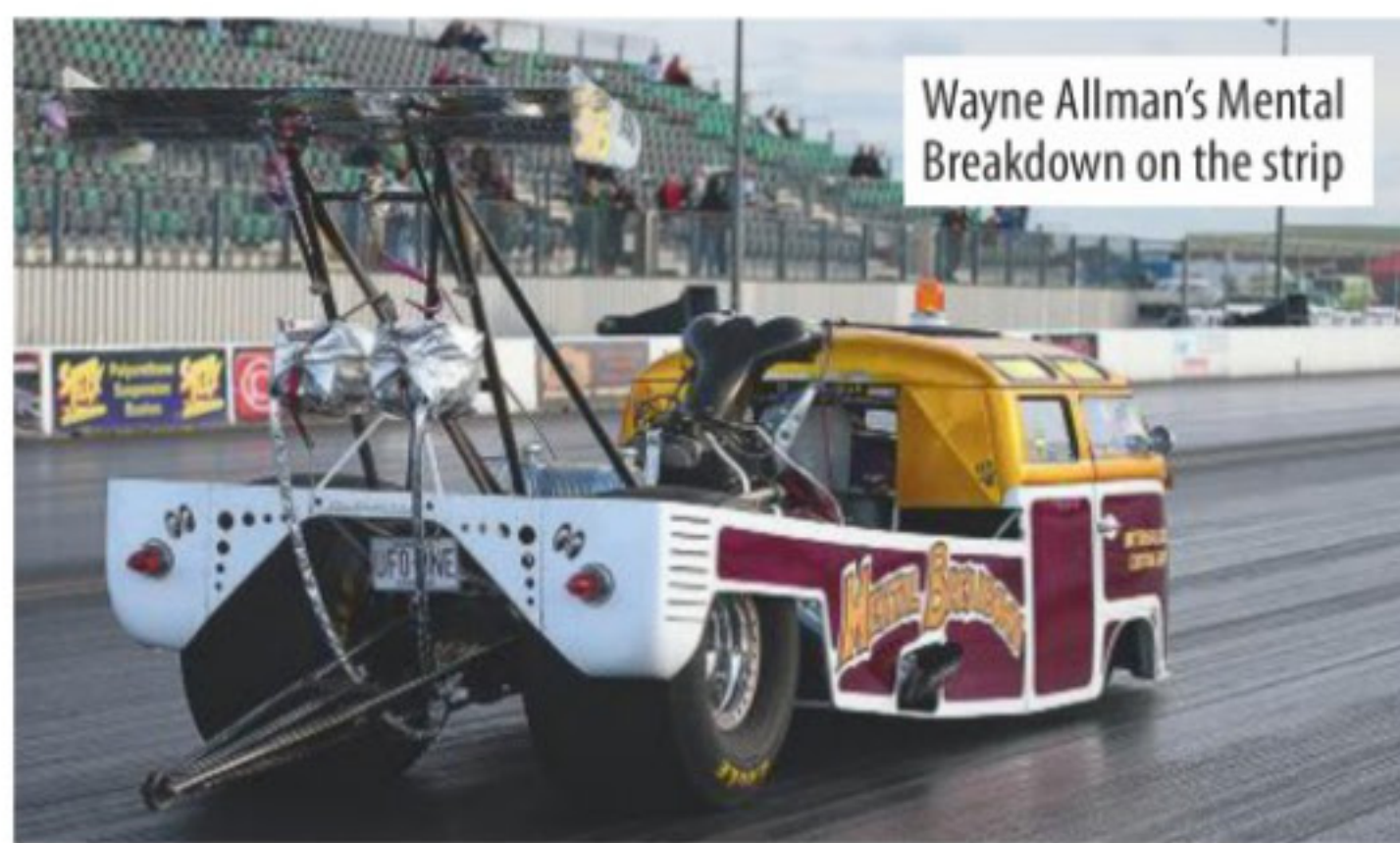
2276cc '67 was the business. Packing 481DAs, a Berg 5-speed with a LSD and a lovely interior, it really did have it all



The Europeans came over in force and ran hard all weekend



Signwritten Late Bay doing its own thing at stock height. Dig that cock-do



Wayne Allman's Mental Breakdown on the strip



What no Fido Dido? Patina logos are a cool way to make any Panel stand out



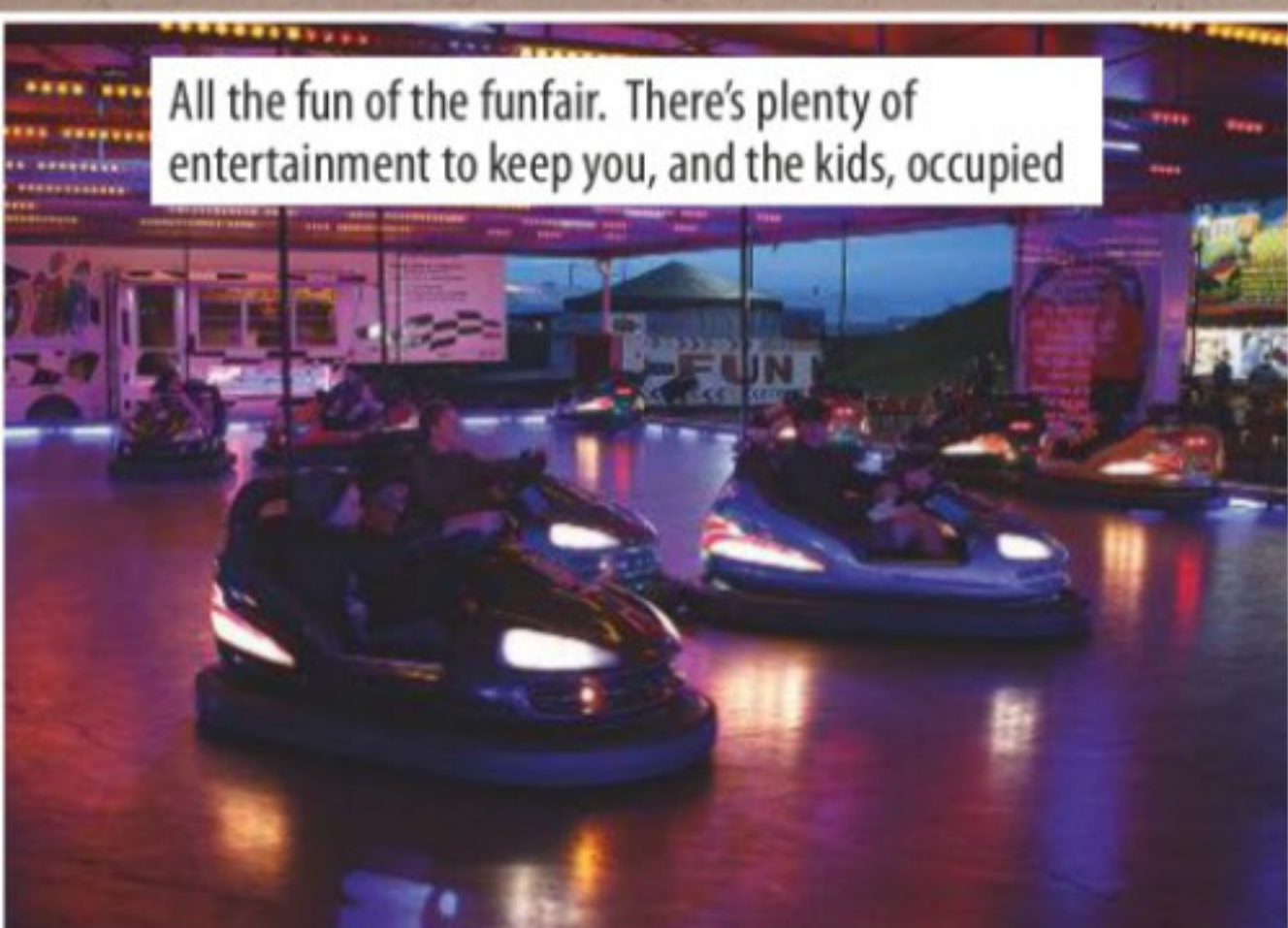
Banded and painted steels are all the rage these days, as is zero ride height



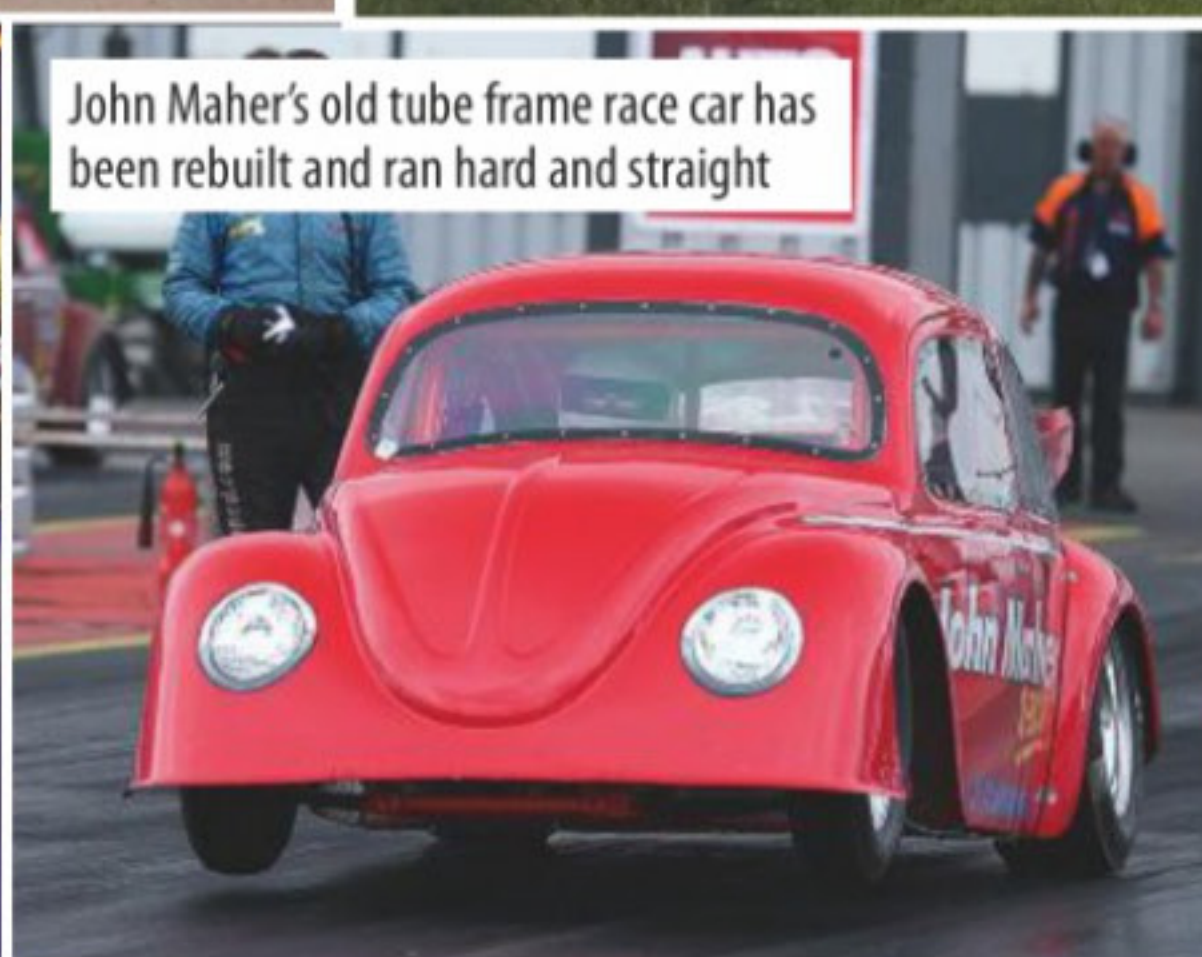
Max Edward's late model works for us, and everyone else. A cool whip



All the fun of the funfair. There's plenty of entertainment to keep you, and the kids, occupied



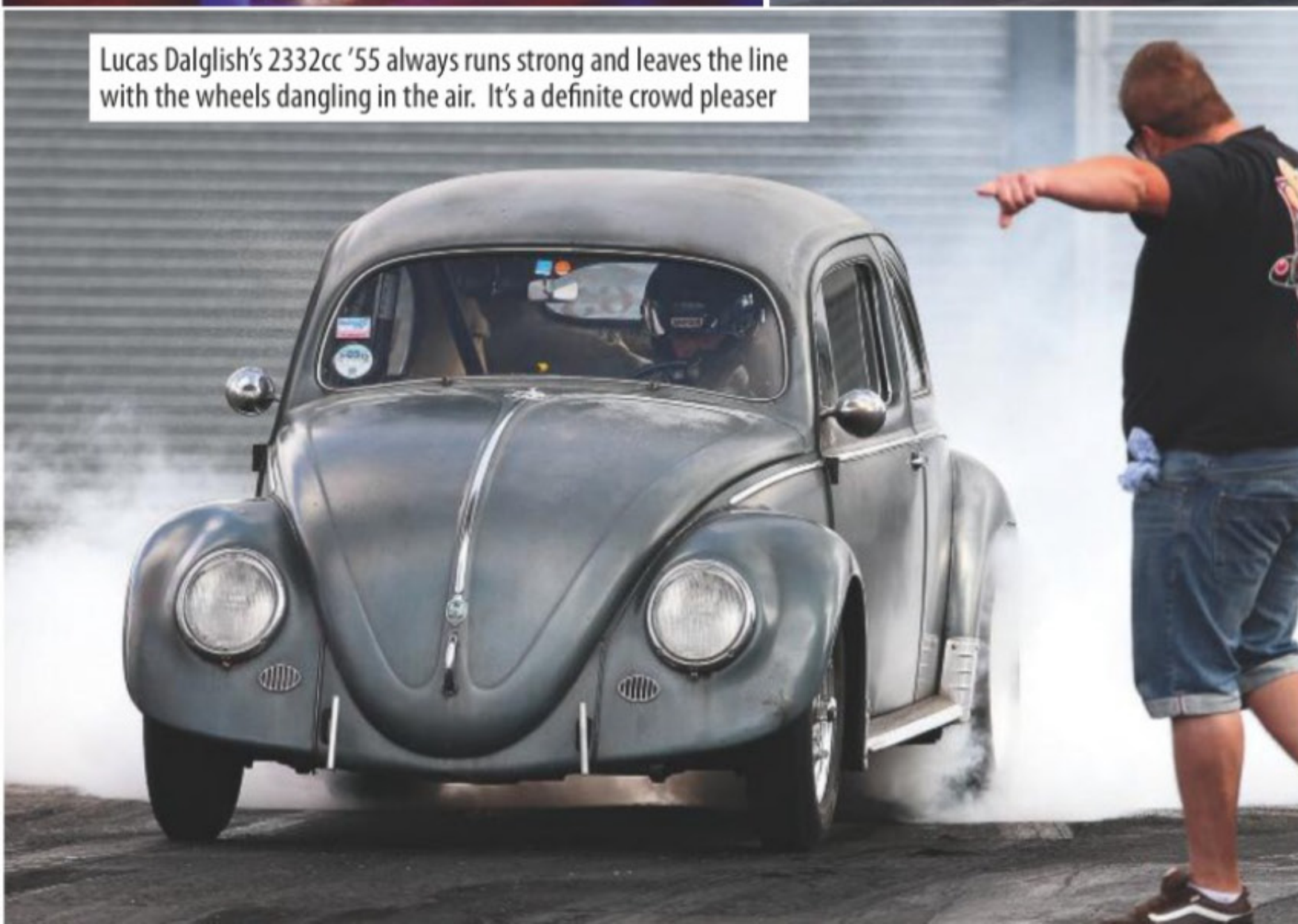
John Maher's old tube frame race car has been rebuilt and ran hard and straight



Turbo big enough for you?!



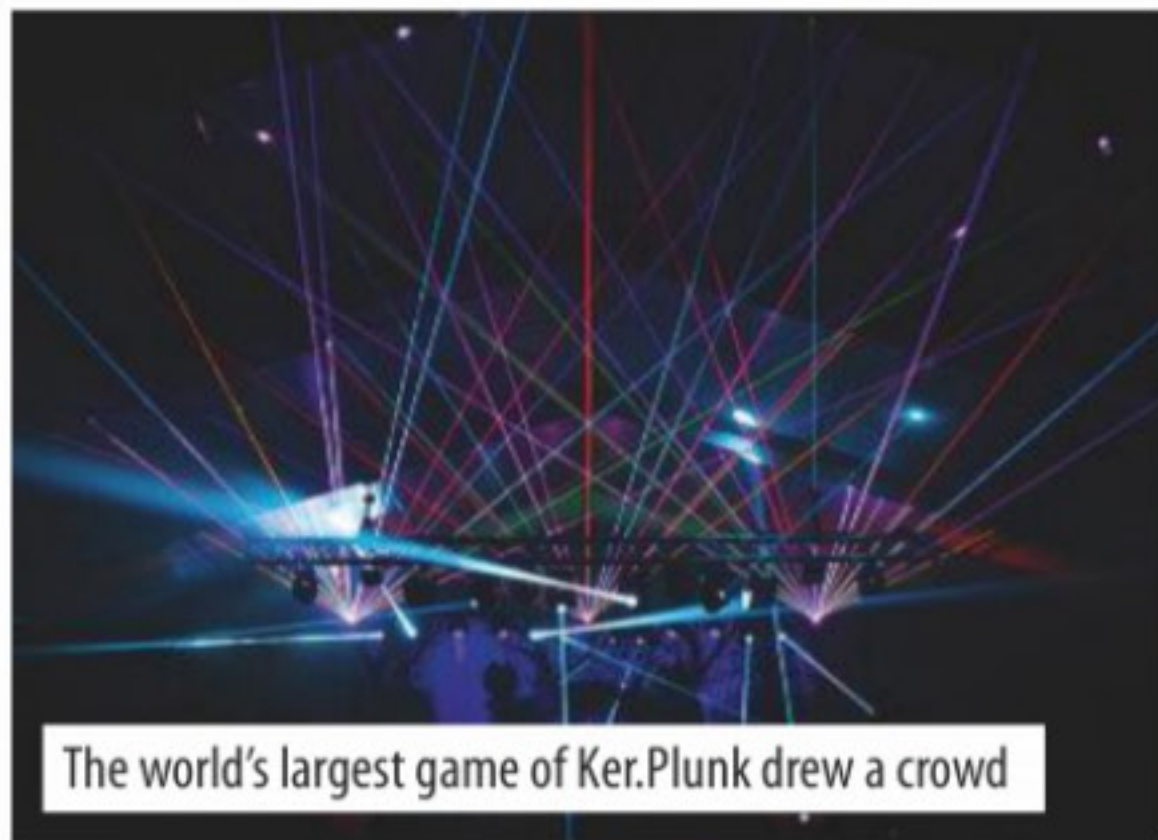
Lucas Dalglish's 2332cc '55 always runs strong and leaves the line with the wheels dangling in the air. It's a definite crowd pleaser



Bobby 'Milk and Two's' latest wild creation. Remarkable, if a bit odd



SHOW REPORT VW Action



The world's largest game of Ker.Plunk drew a crowd



Looks more like Sunday morning at Bug Jam, rather than Saturday night at VW Action!



Bernie Newbury proves the old adage is true – four bolts and it's out...

There's fun for all the family at VW Action



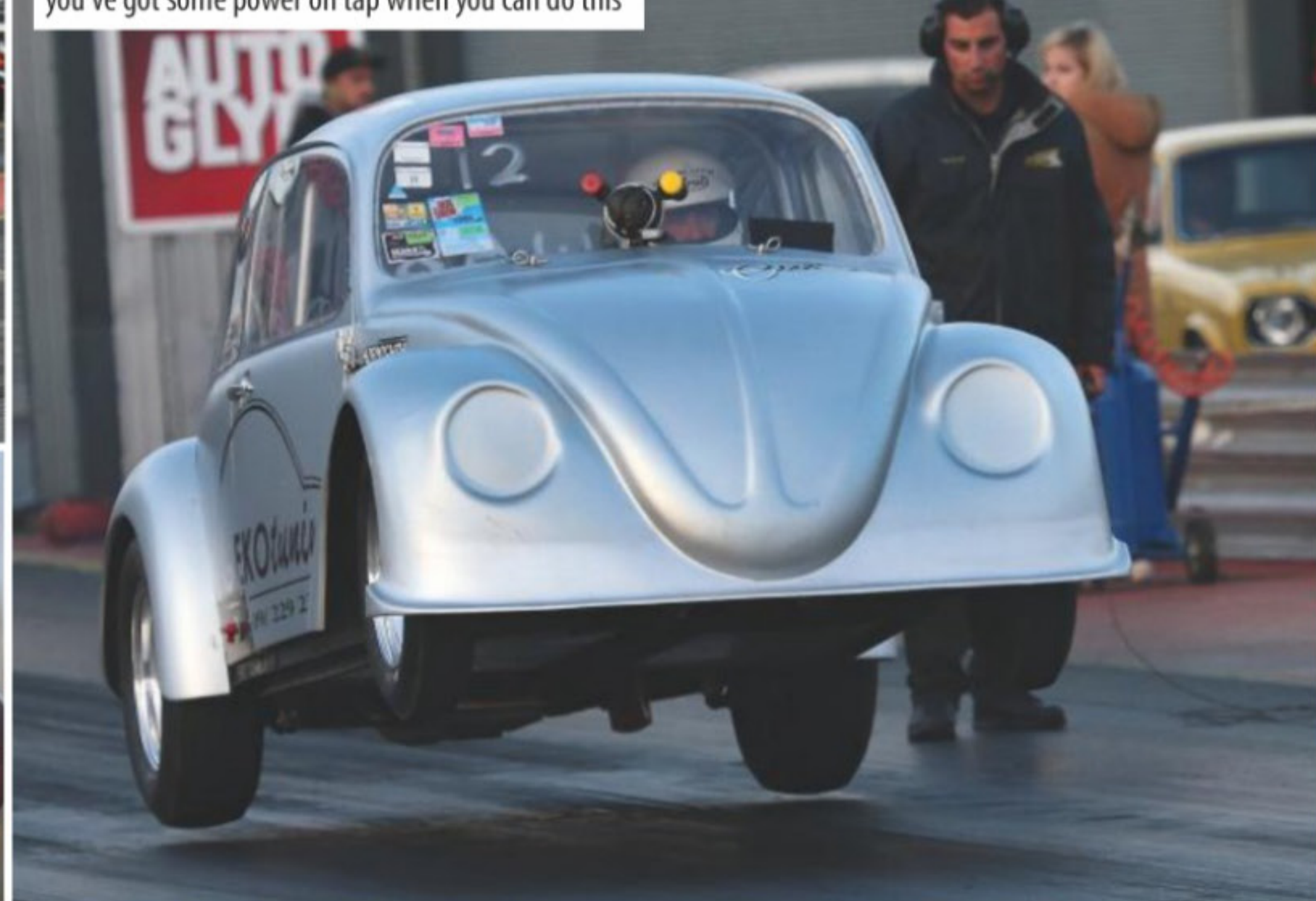
Anthracite Grey Trekker on Torkers looked like a blast. We're seeing more and more of these cool oddities at shows these days



Ian Lidstone's Lil' Devil Gasser looks superb



Wheels up. That's all four wheels up! You know you've got some power on tap when you can do this



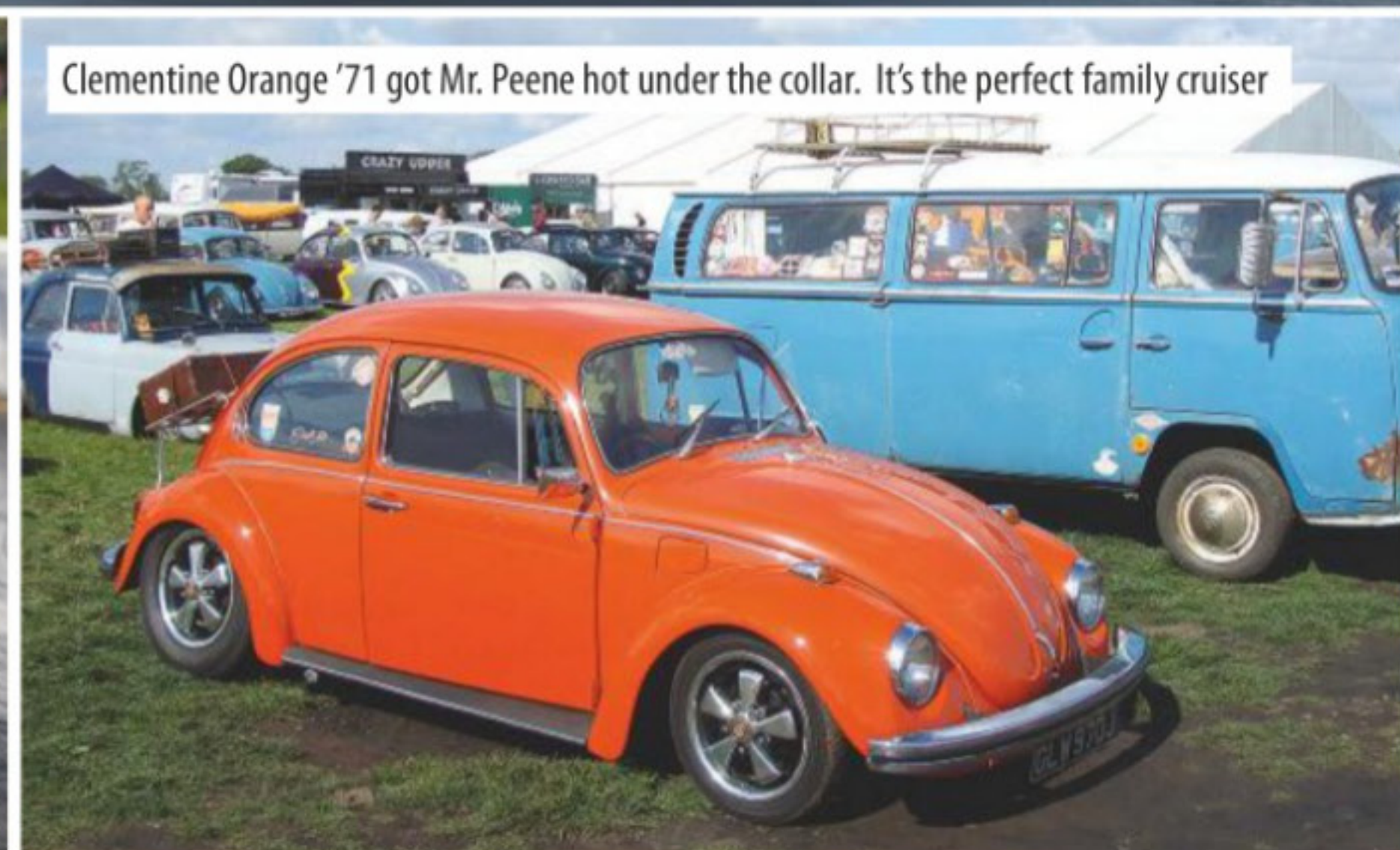
If it don't fit, cut it! Check Trevor Sharpe's radical turbo install



Another massive turbo in this hard-launching Ghia



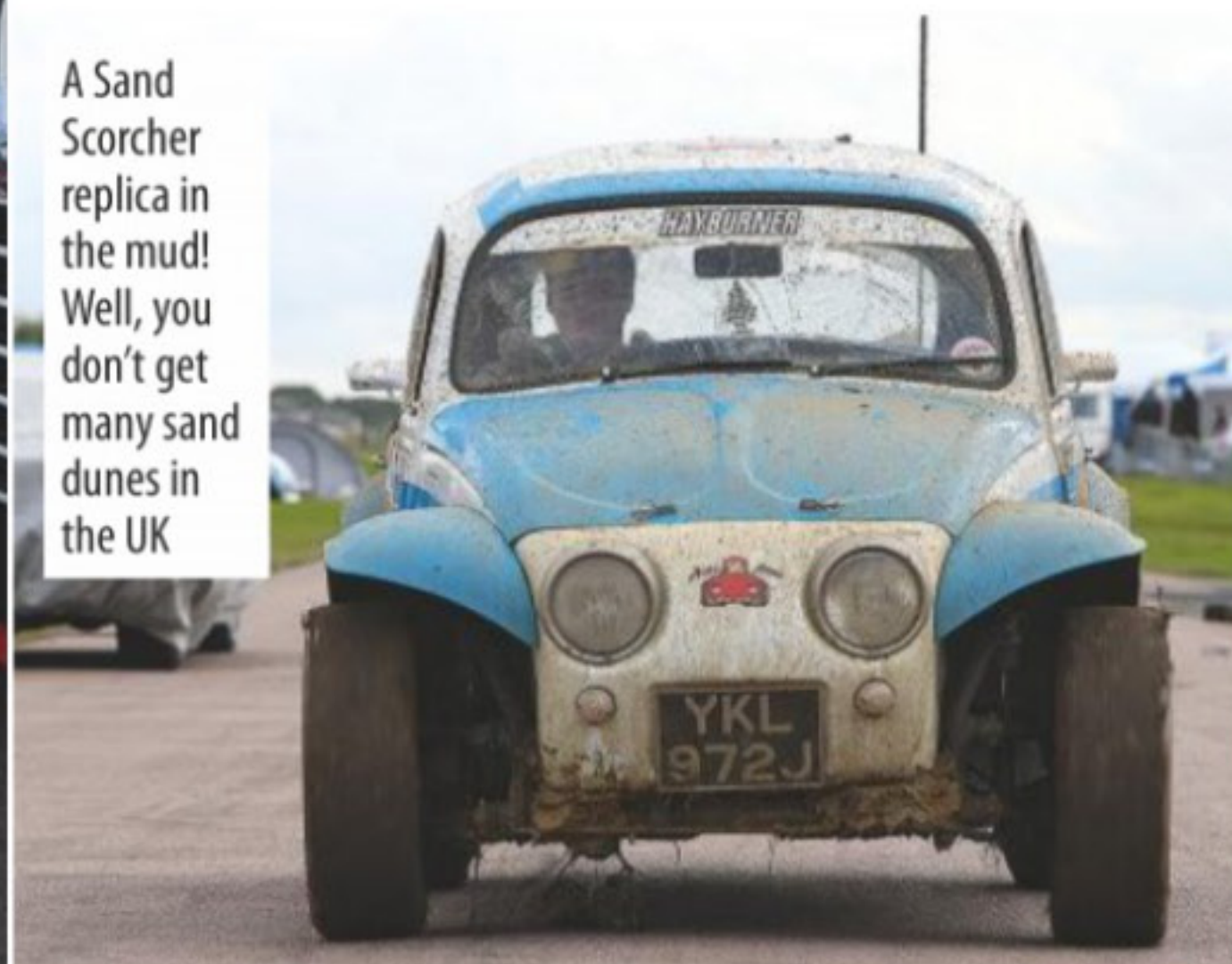
Clementine Orange '71 got Mr. Peene hot under the collar. It's the perfect family cruiser



SHOW REPORT VW Action



A Sand Scorcher replica in the mud! Well, you don't get many sand dunes in the UK



Cool Belgian Oval rag looked sweet on period fives with ET centre caps



Jess de Sousa's cool Nutria Brown Notch runs an Aire Valley Type 1 beam conversion, and we're told it drives good, too



Not VW, but the Gasser Circus are hugely entertaining



Watch out for a full feature on the Foxton Park Panel Van in the February issue



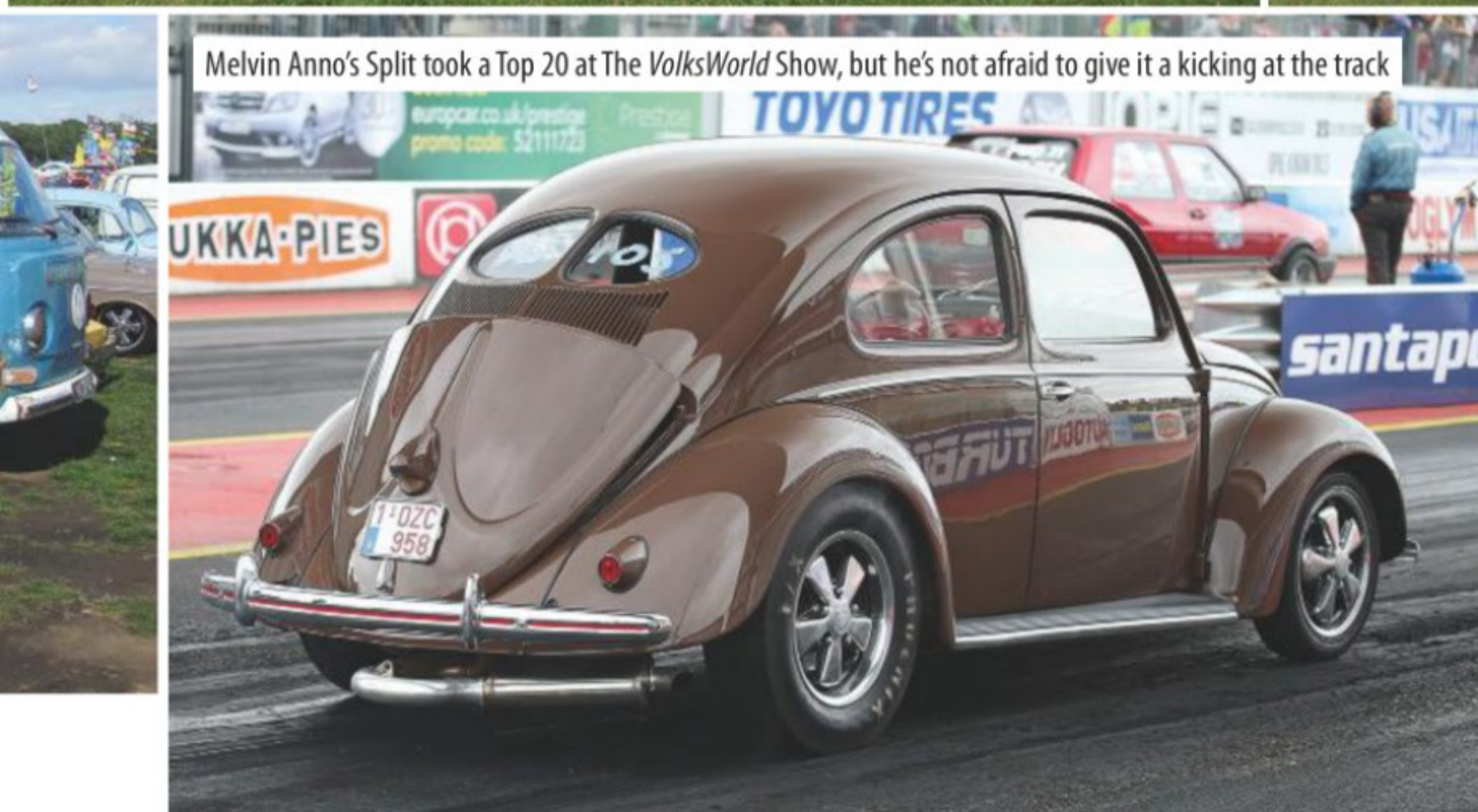
We love this 1303. Did you notice the new radical rear wing?



Cool looking late Type 3s are seemingly all the rage. About time, too!



Melvin Anno's Split took a Top 20 at The VolksWorld Show, but he's not afraid to give it a kicking at the track



Action had a good swapmeet this year, with a decent amount of traders present



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< The search for an engine has held back progress on the Bay, but it's full steam ahead now



OWNER INFO

NAME:
Cathal O'Toole

OCCUPATION:
Recidivist rusty Beetle purchaser

CARS OWNED:
GT Beetle, '77 Cal Look Beetle, '73 Riviera Camper

WORK THIS MONTH: Fit a new engine in the Bay, new shocks to the GT and uncover some unwelcome rust on the '77

Juggling tricks

Why work on one VW when you can cripple yourself financially by working on two, or even three!

I thought by the December issue I'd be bringing you a more comprehensive update on at least one of my current projects, but things have been moving at a slower pace than anticipated on both the 1980's Cal Look Beetle and the Late Bay Riviera, which isn't such a bad thing as it means I have some time to make decisions and really think about what I want to do with them.

Just now I'm working on my Bay Window and my Cal Look Beetle, and also managing to do a few jobs to keep my GT Beetle on the road, so there is always something to do at the weekends.

When myself and Graham brought the Bay to Customvolkz, I presumed I'd have a few hundred miles under its beltline by now, but the engine has stopped play. It ran, but plumes of blue smoke engulfed the Bus when I revved it, and when Dave Wheatley of Bugbitz pulled the 1700cc Type 4 motor apart, he pronounced it toast. I searched in vain for a replacement, but eventually the little voice on my shoulder (or maybe it was my friend Duts) shouted loud enough that perhaps I'd be better off going down the Type 1 route, so I dragged an

> The two-tone Smoothrite colour scheme backs up the 20 years in storage line, but hopefully this 1600 twin port is a good'un. Now I've just got to find a set of the world's most elusive tinware



old engine I had from my shed to see what that was like. Not much better was the answer, as that too needed a rebuild. Brian Maher offered me a loaner 1600 to get me motoring (thanks Brian), but then I finally found an engine. Ironically, it was owned by Jack Honan, the father of Eoin Honan who originally built my 1980's Cal Look Beetle. Six degrees of separation, eh?

My 'new' engine is a 1600cc Type 1 that Jack built for his 1303 in 1987, and then took out when he built up a fresh

1641cc motor a few years later. The engine then sat in his home workshop for 20 years waiting to see some action again and, as of this coming weekend, it is doing just that. Padraic and Eamon at Customvolkz have fitted the engine and sourced a moustache bar, but I'm still looking for Type 1 Bay Window tinware [good luck!-Ed].

The brake master cylinder also needs replacing as it's leaking into the servo, so that's on order, and the brake pipes have been replaced front to back. New

PROJECT CARS

Late Bay, Cal Looker and GT

VOLKS WORLD PROJECT CARS



◀ Thankfully, the Cal Look's floorpan appears solid, but I'll reserve final judgement until I strip it back to bare metal...



Digging the earth

Owner: Steve Gosling
Cars: '61 ragtop, '67 Ghia

This month: I have mainly been wiring. Not one of my strong points, but at least I now know how to use a multimeter. Well, sort of.



◀ One old rusty valance gone. Drilling out spot welds like this is neat, but takes an age



▲ Shiny new early-style front clip will soon be welded in its place



▲ Landfill? Is that you my old friend? Some people attract girls, but I seem to be a magnet for rust and gutter rot

balljoints and track rod ends have also been fitted, and my new thin whiteband tyres arrived last week.

Not so super shitbox

Did someone say Project Landfill #2? Well, they might as well have done because my 1980's Cal Looker is turning out to be quite the shitbox. So much so, had I bought it as a random project I'd be junking it right now. What looked relatively solid has thrown up a few nasty surprises I wasn't prepared for. Since it was first restored in 1987 it has gone through a series of owners who paid a

series of clowns to go to great lengths to cover up rust, which probably took as long to do as it would have taken to do the job right. On the upside, the floorpan seems sound, but I won't know for sure until I remove the underseal.

Last, but not least, is my GT Beetle. I bought a set of KYB shocks because the rears had gone so bad I was petrified of anything that resembled a bump, or a corner. That simple, 20-minute job has made a world of difference to how the car drives, so now I'm kicking myself for not doing it sooner. While I was under there I replaced the axle boots, too. ■

✓ Shock absorbers are one of the most overlooked items on daily driver VWs but, believe me, having ones that work make driving a joy!

✓ I think when a shock doesn't spring back out after compression, it's safe to say it's past its sell-by date!



Owner: Matt Keene

Cars: '73 South African Westy Bay

This month: I joined the Westy brigade again with my new project: a 1973 South African model. It's nearly there...



Family 'Wagen



So long so low

Owner: Jon Pratt

Cars: '70 Bay

This month: I dropped the suspension as far as it would feasibly go. It looks rad, but is now virtually undriveable, so it's back to the drawing board.

Owner: Mark Walker

Car: '68 Beetle

This month: Someone else did some work on project '68 for me. A hit and run has left me with a dented decklid, rear wing and number plate light housing.



Knocked up



Touching cloth

Owner: Gordie Woollacott

Car: '78 Westy

This month: The final big job on my '79 Westy is to replace the worn canvas. Measure, measure, measure and staple gun at the ready

Owner: Steve Parsons

Car: '60 Split

This month: Progress has been steady on my new Bus. Sills, cargo and cab floors and a few other small repairs are being grafted in.



The goat herder

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OWNER INFO

NAME: Tony Richardson

AGE: 46

LOCATION: Redhill

CAR: 1968 1300 Beetle

THIS MONTH: Fit sound deadening, carpets and seat belts. At least, that was the plan...

PLANS: Fix water leaks, repair rear inner wings and mount seat belts

Clunk, click, every trip

Tony has some big plans, but is brought back down to earth with a bang

I've been pondering the water leak at the front of the car from around the floorpan seal for a few weeks now. Do I just replace the seal and crack

on with the very likely hidden horrors that will need making good, or just effect a temporary repair and do the major work next winter. As I've only done 200 miles in the car this year, I am reluctant to take it off the road for major surgery, so I'm going for the latter, then at least I'll have the opportunity to use her a bit before the weather turns. So, with a bit of silicone bath sealer, I've now 'gunked' the floor rubber across the entire front of the car. I will make a concerted effort not to take her out in the rain but, if I do get caught out, that should at least save the new carpet from getting wet. On from that, I also used the silicone to assist sealing the rear nearside plastic 'bellows' in the heater system, where I think water is also coming in.

Next, I bought some acoustic matting from a local auto factors and, using a dressmaker's chalk pencil, marked out the shapes for the front and rear footwells. I was going to cover the

tunnel as well, but decided against it as, when I removed the carpets, I discovered it is already covered with factory tar board. Having cut out the shapes, I fitted

price was the reassurance that if any trimming was required, I would just need to send the relevant item back with details of the alteration and it would

“I've now ordered two replacement rear inner wings...”

be done. I found the the tunnel carpet to be slightly too big, so marked where it needs to be cut. Similarly, the piece for below the dashboard also needed

the matting, then started offering up the new carpet in the car. The carpets came from Nick at Rugs for Bugs (www.rugsforbugs.co.uk), and included in the

a trim to allow the brake master cylinder rod to operate, and the steering column to push through. Having packaged them up, I've now sent the two bits back to

> The moral of this story: check your car is structurally sound before starting on any modifications. Sadly, this is the sight that greeted Tony when he lifted the carpets behind the back seat



THE PENNY PINCHER

Patina on a budget



Replacement carpets certainly smarten up the interior, but won't solve the rot or water leak problems behind them!

Inertia reel seatbelts are a sensible upgrade, but our advice would be to take advantage of the fitting service offered by the professionals. This is a critical safety area and must be done right

Nick for tweaking. I've not glued any of the carpet yet as I've still got bits to fix (and I'm still thinking of next winter's big job!) but, on Nick's advice, I'll be sure to use a high temperature glue when I do come to fix it as I don't want it heading south at the first sign of a summer.

Belt up

I collected the new seat belts from Pablo at Quickfit Seat Belt Services (www.quickfitsbs.com). I've gone for standard fittings with classic chrome buckles for the three-point inertia reel belts for the front and rear. One thing to bear in mind with the chrome buckles is they're not recommended for use with child booster seats. Pablo does offer a fitting service, but as Freda is in my garage I've gone for a 'takeaway' kit that consists of four reels, four buckles and four fixing kits. Each reel is position specific, so make sure you fit them in the right places. The front reels are designed to be hung vertically, whereas the rear reels are designed to be hung at 19 degrees (I'm fitting mine on the rear inner wings). The fixing kit is straightforward and, because it caters for multiple fitments, don't worry too much if you have bits left over. I hung the pivot point on the b-pillar and then bolted the reel to the sill, making sure the long return end bolts directly behind the reel. This should hang at roughly 45-degrees toward the driver's or front passenger's thigh, leaving you with a slight twist in the webbing. Don't worry, this twist disappears once the belt is in operation.

Fitting the rear belts is a little harder. Bearing in mind the inner wing is fairly



thin gauge steel, I made up two three-inch square plates and welded a captive nut to each. These will be welded to the outside of the rear inner wings. Because it's going to be mounted somewhere grubby, I welded a cap over the end of the nut. That way, should I need to remove the belts in the future, they should unbolt easily without taking half the body with them. With that, I was all set to mount the plates, but when I removed the carpet in the rear, I uncovered significant corrosion on the rear nearside inner wings. Both sides have apparently been repaired in the past, but to a poor standard. The easiest and best way to resolve this is as I did with the front end, so I've now ordered two replacement rear inner wings and plan to cut out the rot and patch only the bits I need to replace, keeping as much of the original German metal as possible.

The good news is I can still use Freda until this work is done as the rear belts are optional extras. ■

Nice idea Tony, but we wouldn't recommend capping those captive nuts like that as you risk limiting the amount the bolt can pass through the plate



NAME: James Peene
CAR: 1966 Beetle

Last month, I was up to my eyeballs in muck removing underseal from the inner wings. That job's now done and I'm pleased to report it's not looking too bad under there. All four corners have been welded at some point in the car's life, but the workmanship is pretty good, so I plan to let sleeping dogs lie. My only beef is some of the welds could be a bit tidier, so I'll smarten them up a tad with the finger grinder, skim them with filler and paint over them.

The metal is a bit thin in places on the bulkhead return where it mates to the Napoleon's hat, and both corners need a plate letting in, which will be my first taste of welding on my back. I'm reliably informed that this will be fun...



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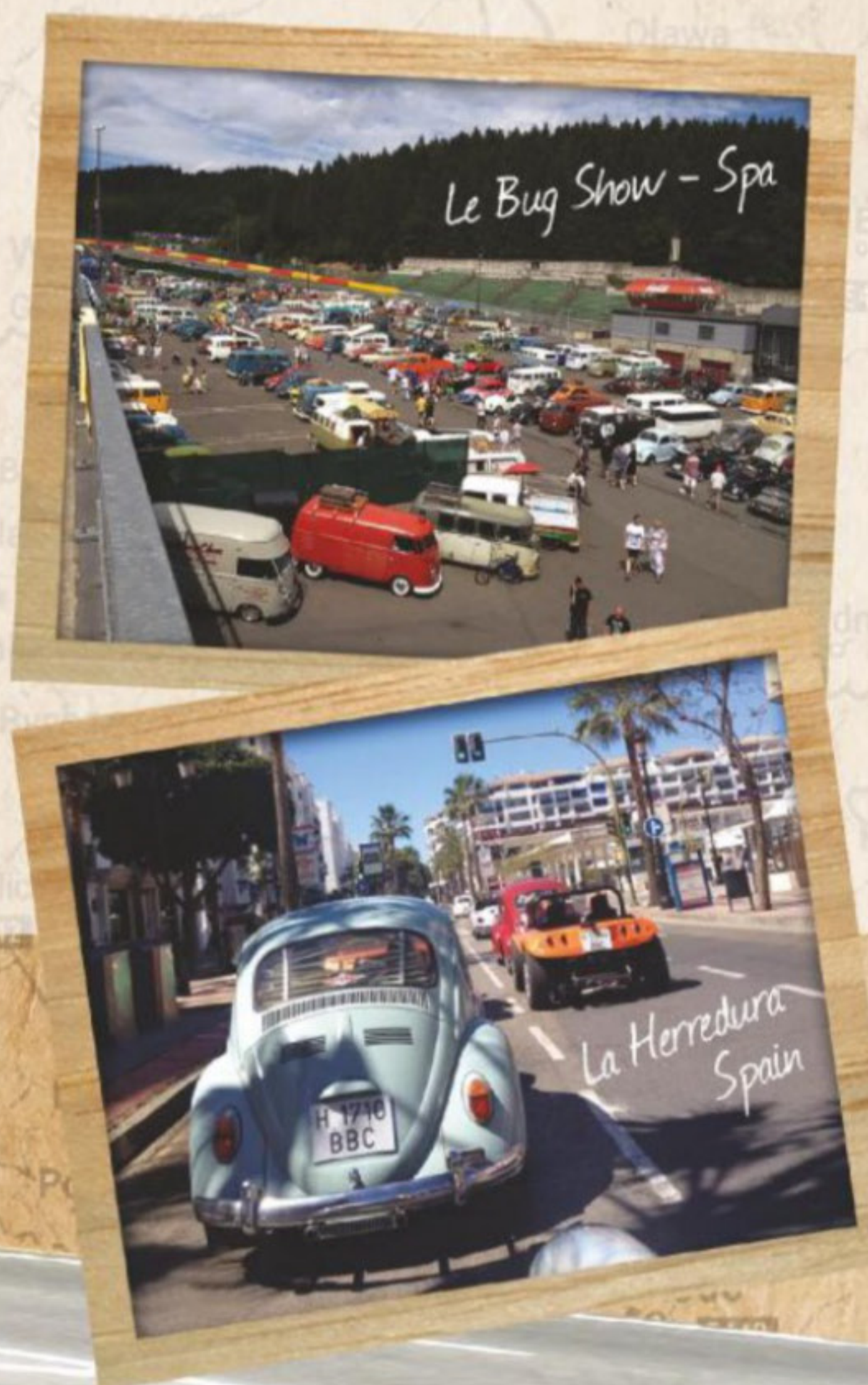
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Drum roll please

With winter now upon us, it's time to make sure your brakes are in tip top order

Words and photos Matt Keene

Brake shoe-equipped Volkswagens require regular inspection, adjustment and maintenance. Generally speaking, it is wise to check and adjust brake shoes every 1,000-1,500 miles (or annually, if your car is a Sunday special), while a comprehensive inspection should be done every 12 months. The reason for what might seem like this over-cautious approach is that, unlike disc brakes, a drum brake set up requires manual adjustment. Also, as all of the working components are housed within a brake drum and backing plate, a purely visual inspection is tricky, compared to the exposed nature of a disc brake system.

The access points on a drum brake-equipped VW are small inspection holes in the brake backing plate, and the brake adjustment access hole located on the drum itself. Consequently, to properly see what's going on with your brakes requires the removal of the brake drum.

A detailed inspection will allow you to check the amount of material left on the brake shoes and the drum braking surface, as well as offer you the chance to spot dangers such as leaking wheel cylinders and perished brake pipes, all of which can lead to brake failure.

When you get to the rear brakes, you will also encounter the handbrake mechanism, which should also be periodically inspected and checked for correct function.

Though this how to was performed on a Split Bus, the process is similar for any drum brake-equipped VW, though there will be some small differences from model to model and year to year.

Finally, a point worthy of note. When renewing brake shoes, always replace both sides on the vehicle at the same time, even if the shoes were relatively new. Fitting new shoes to just one side will cause an imbalance in the braking system and lead to future problems of uneven brake shoe thickness. ■



01 Our patient for this procedure is a 1964 Split Screen Bus that has been fitted with an Early Bay Window front axle and brakes. The Early Bay's brake set up is very similar to the Split Screen variant, although slightly more effective due to increased brake surface area and larger wheel cylinders

JOB INFO

TOOLS NEEDED:
Trolley jack; at least two axle stands; 19mm socket and breaker bar; lever bar; soft-faced mallet; wire brush; brake shoe adjuster (a long flat-blade screwdriver will do); 6mm Allen key; large adjustable spanner; self-locking pliers

MATERIALS USED:
Brake cleaner; copper grease; bearing grease; clean rags

TIME TAKEN:
1-2 hours per side

COST DIY: £0. A big fat zero!

PRO: £60-80 labour, plus any replacement parts required



02 Prior to jacking up and securing your vehicle on at least two axle stands, loosen your wheel bolts a little. If they have not been off for a while, they can be very stubborn and require lots of force



03 On the front hubs, dust caps cover the outer wheel bearings and locking nuts. They are a tight, push-on fit so require either levering off with a suitable implement or tapping off with a nylon mallet

HOW TO Drum brake check



04 There are two methods of securing the front axle bearings depending on model. Early VWs used two lock nuts secured with a locking tab washer, later ones a single machined spindle nut with a pinch bolt. Both types are left-hand threaded on the nearside (kerb side)



05 Most brake shoe 'star' adjusters are accessed via a hole in the brake drum, though those on late Beetles are accessed via holes in the brake backing plate. It will be necessary to back off the brake adjuster screws in order for the drum to pull off the axle. On front brakes, there will be one brake shoe adjuster at the 12 o'clock position and one at the 6 o'clock position



06 After loosening the adjusters and removing the axle locking nut(s), remove the outer wheel bearing and securing washer. The drum should now simply pull off. If it resists, try giving it a few taps with a nylon mallet



07 The first job is to clean up the brake mechanism. Brake dust is nasty stuff, so a vacuum cleaner is the best tool for this job. If you haven't got a garage one, a plain old rag and brake cleaner will do



08 When trying to back off the brake adjusters, I encountered one seized star adjuster. Backing off the top adjuster completely allowed enough movement for the drum to slip off but this needs some attention



09 Next, remove the brake shoes for cleaning and inspection. This will allow access to the wheel cylinders



10 Remove the dust caps on the wheel cylinders and inspect for signs of leaking. Any visible brake fluid should raise alarm bells and signal replacement. A leaking wheel cylinder will contaminate brake shoes, and ultimately fail, so don't take any chances



11 With the brake shoes removed and the brake components cleaned, inspect all of the hardware for defects. Brake pipes can, and do corrode, so again it's not worth taking any chances



HOW TO Drum brake check



12 Strip down the brake star adjusters and clean them thoroughly. I find a wire brush works well for this. The aim is to get the threads free from rust and contaminants so the adjusters turn freely in their housings



13 Lubricating the cleaned star adjusters with a copper-based lubricant will keep them turning free 'n' easy for years to come. Do not use regular grease for this job as it will melt with the heat from the brakes and contaminate the brake shoes



14 Inspect the brake shoes and, when you are happy they are free of brake fluid contamination and are still of adequate thickness (refer to your specific model's manual for this measurement), give the braking surface a roughen up with some coarse sandpaper. The aim here is just to remove any shiny spots that are 'glazed'



15 Finally, give the shoe assemblies a blast with brake cleaner and a wipe off with a clean rag to remove any residue. They are now ready for re-fitting



16 Next job is to inspect the drum's braking surface for any anomalies such as cracks and grooves. Replace any drum that shows signs of significant damage. When you are happy with the drum's integrity, roughen up the braking surface a little with some coarse sandpaper and then clean off as per the shoe assemblies



TOP TIP

If you don't already have one, buy a brake adjusting tool. Yes, a bent (or even straight) screwdriver will work, but the proper tool works so much better

17 Re-fit all the components in the reverse order of how they were removed, using the steps here for reference if necessary. Ensure you tighten the wheel bearings correctly and lock the locking nut(s) securely. Adjust the brake shoe adjusters until the shoes drag a little when you spin the drum, then back off the adjusters one click at a time until no drag is felt when you spin the drum by hand



18 When adjusting brake shoes, depress the brake pedal each time you make an adjustment. This will centralise the brake shoes and allows further adjustment of the star adjusters. You know you have your brakes correctly adjusted when you have depressed the brake pedal, adjusted brake adjusters a final time and have no discernable brake drag when you spin the drum by hand



19 Finally, when all is well with your brake shoes and you have correctly tightened your wheel bearings, tap on the dust cap with a soft mallet, ensuring it is fully seated. Job done, you're good for another year's motoring

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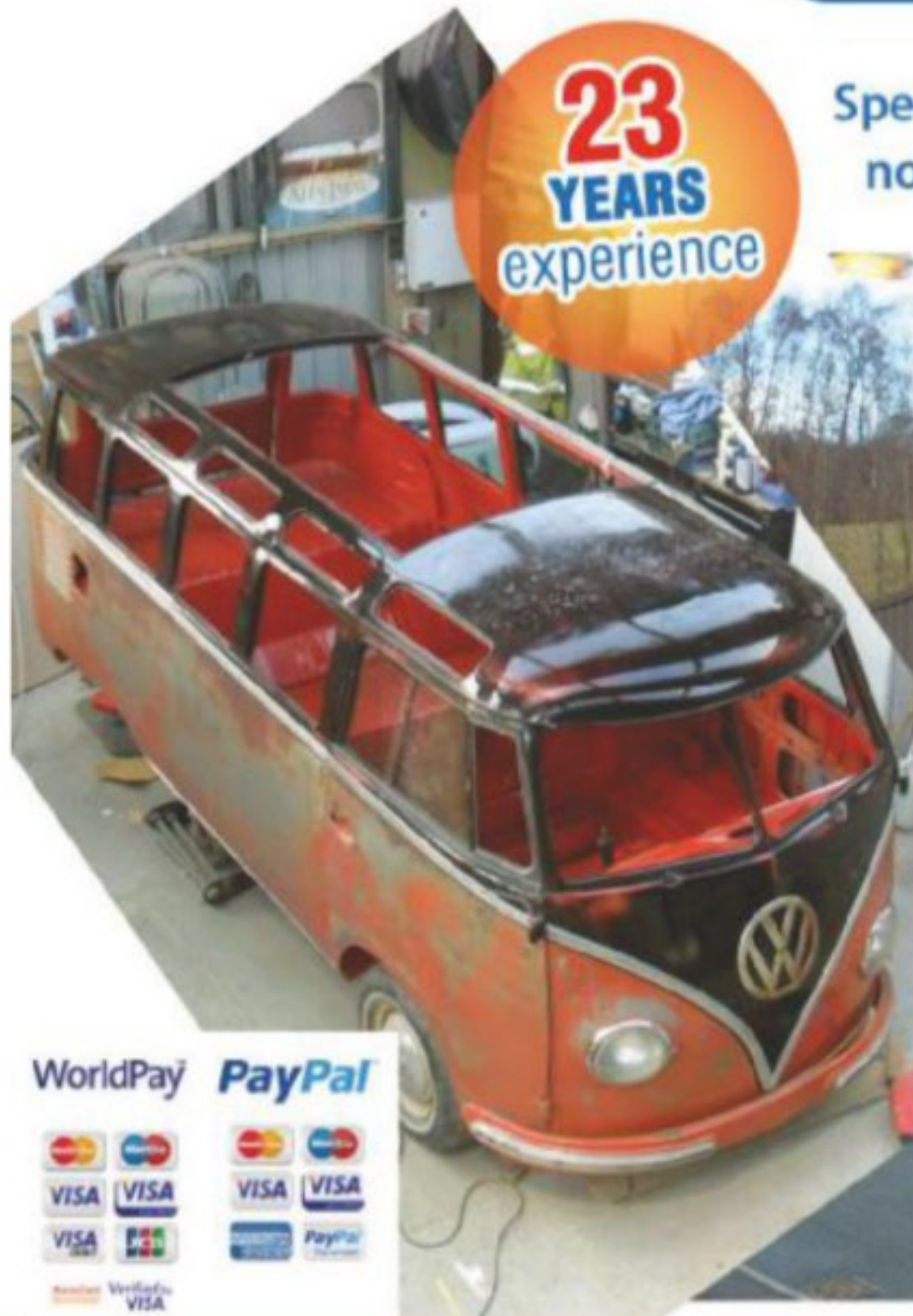
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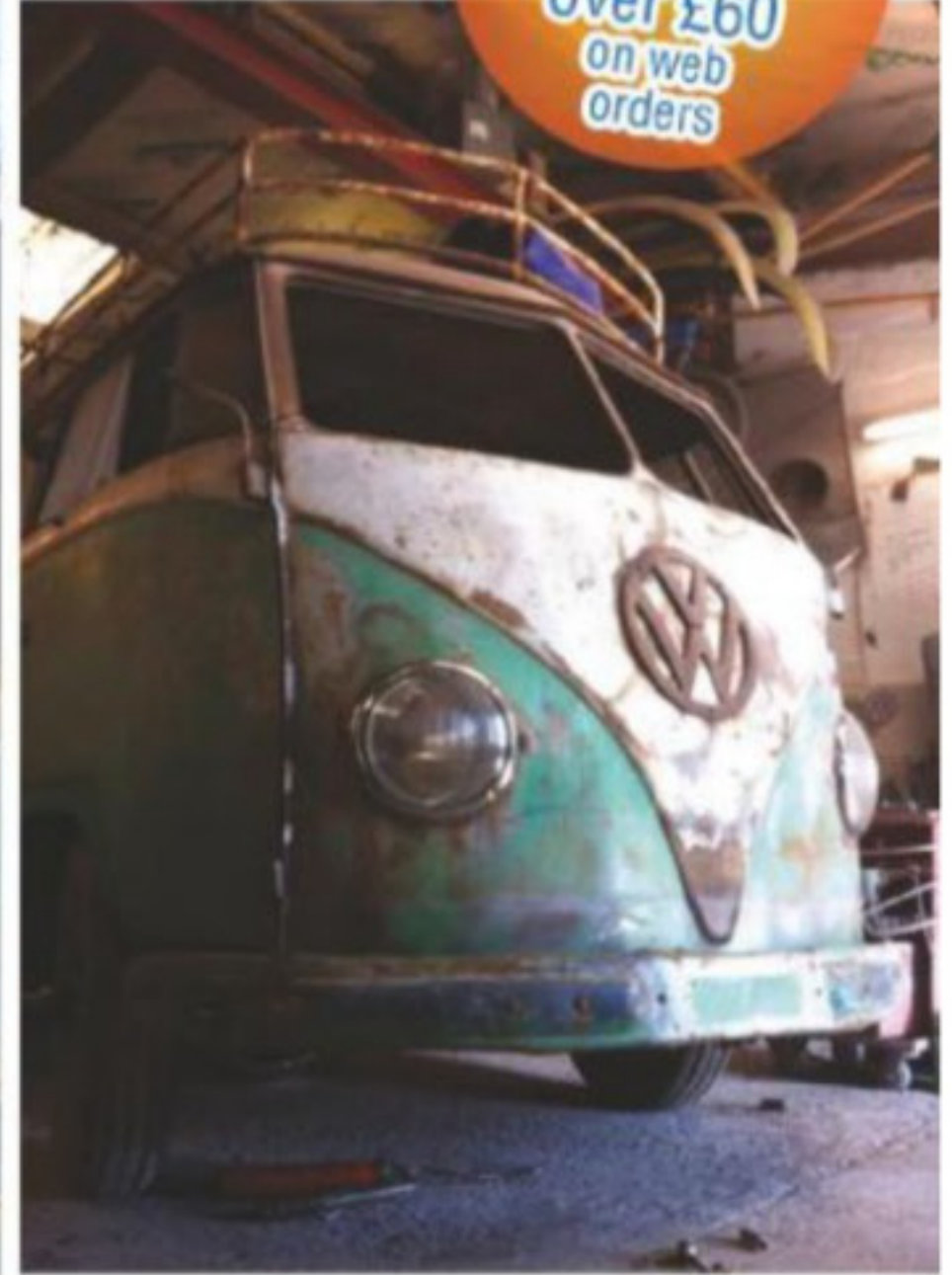




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30-year itch

Part-exchanged in 1983, this one-previous-owner Bug had to wait three decades to see the light of day again

Words Chris Grocott Photos Mike Prior

I bought the car in 2003 from an old boy in Banbury who had known the vehicle from new. His own car dealership, Sewells Garage, had serviced it up until 1983 when it was part-exchanged by its first owner, a World War 2 pilot. Instead of moving the part-ex on, Eric Sewell kept the Beetle, and several other cars, knowing that he was due to retire and wanted some restoration projects to fill his time. Eric eventually retired and closed the garage in 1989 and all his cars were transferred

to various council lock-ups dotted around Banbury.

An advert in *VolksWorld* in 2003 offered two cars for sale – one was my 1965, the other was a 1944 Beetle that had been used by a British army officer in Wolfsburg and imported into the UK when he returned. Interested parties were invited to apply in writing, explaining what their experience of restoring cars was and what they intended to do with them if they were the successful buyer. The 1944

RESTORATION TIMELINE



1. OCTOBER 2013
The strip down begins...

BUILT AT HOME

1965 Beetle



Less is more. The idea was to strike a balance between stock and old school styling

BUILDER INFO

NAME Chris Grocott

AGE 48

LOCATION Stafford

OCCUPATION Educational building specialist

BIGGEST CHALLENGE

Fitting a new solid fuel line through the chassis

FAVOURITE PART Fram filter and Judson magneto

WHAT'S NEXT? An Early Cabrio Beetle

car was I think sold before the advert even appeared, but I submitted a car restoration 'CV' and explain that I would not do anything radical to 'Ruby'. I was successful, and handed over the agreed £800.

I took the body off straight away and started on the welding, which included both rear bumper hangers, both rear body mounting panels, both rear crossmember ends, heater channel closing panels, rear quarter panel repairs, front and rear valance edge repairs, spare wheel well etc. This sounds like quite a lot of repair work, but the main body, gutters, heater channels, bulkheads, windscreen frame, doors, bonnet and decklid were all in excellent condition and needed no work. Such

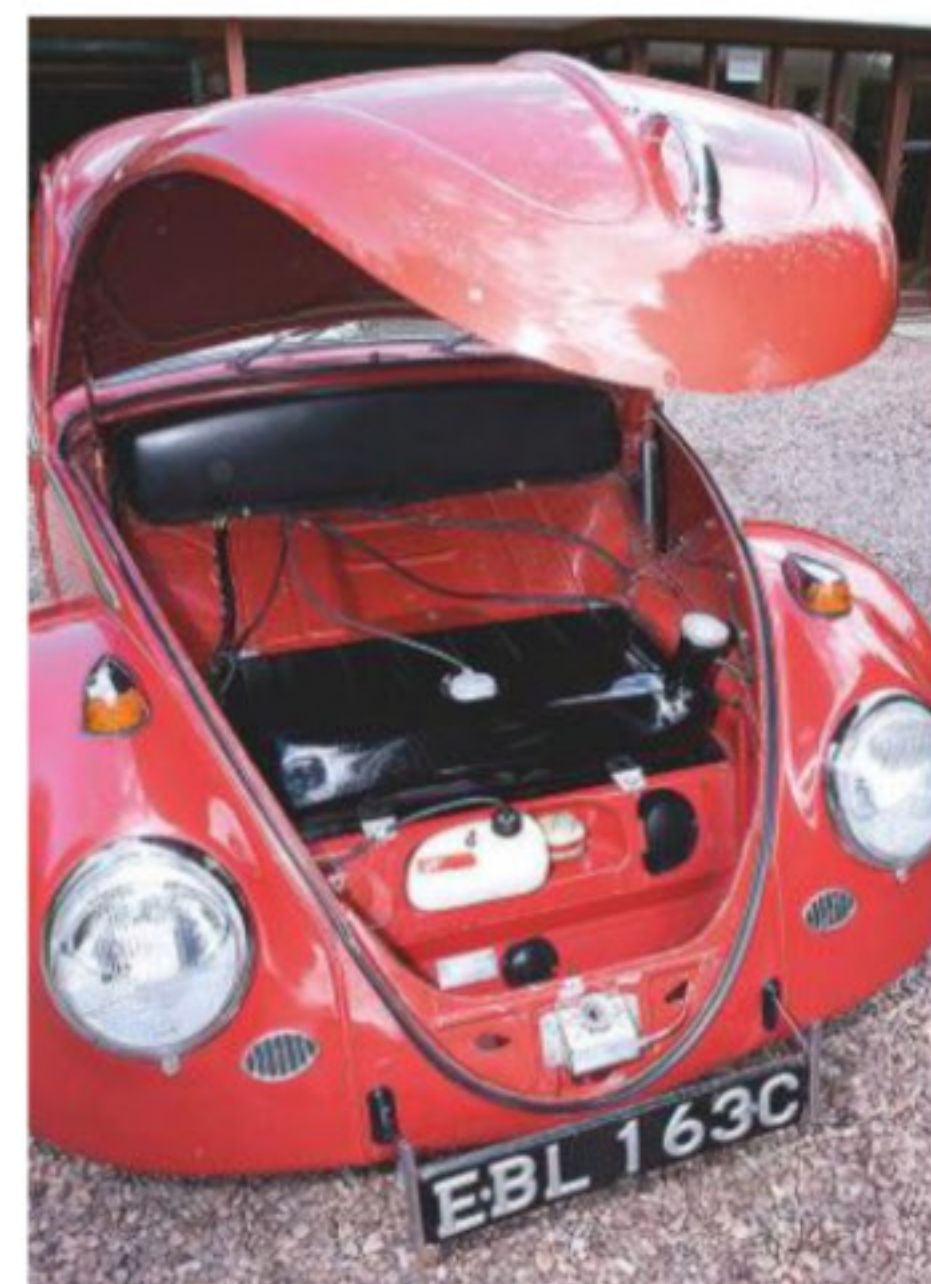
was the condition of the visible bits of the body that I decided early on to do a sympathetic restoration and only paint where I had to due to repairs. It was

pure coincidence that the scene's interest in 'patina' cars evolved during the 10 years that I took to restore Ruby!

Houses, kids and other hobbies all delayed matters and

progress was slow but, during those 10 years, I rebuilt the original chassis after doing minor repairs to the rear corners around the jacking points. Everything was replaced or refurbished, including the full braking system, suspension, pedals, gearbox mounts and king and link pins. The only modification I made was to fit some dropped spindles.

“ Interested parties were invited to apply in writing ”



Everything original, clean and tidy in here. Stainless bracket locates the original Hills number plate between the T-bars



2 MAY 2004
Some repairs to the rear crossmember required



3 JUNE 2004
New crossmember lined up before more rot is cut out



4 AUGUST 2004
Spare wheel well needed some fresh metal, too

TECH INFO

YEAR 1965

ENGINE Rebuilt original 1200

GEARBOX Stock

SUSPENSION

2½-inch dropped spindles; stock rear

BRAKES Stock

WHEELS AND TYRES 4.5 and 5.5J

BBT steel Sprint Star replicas; 135 / 165 Michelin ZX / XZX

OUR OPINION

Of course I'm going to approve of this car, Rob's gone down exactly the same route I have with my own Ruby Red Bug, only he started with a one-owner-from-new car and a long list of dos and don'ts from the chap he bought it from. I doff my cap at him for preserving so much of the car's original character, whilst managing to create something he can drive and enjoy. **James**

✓ Seats and rubber mats in this 49-year-old interior are in amazing condition



The matching numbers engine was stripped and the bottom end professionally rebuilt, but all of the main components are the originals and are still working well. I had the tinware shot blasted and painted, then reassembled the engine with a new clutch, carb rebuild kit etc. For longevity, I've added a £23 eBay bargain Fram F3 bypass oil filter canister with a hose / fitting kit imported from the USA.

Have-a-go hero

The now 100% solid body was stripped to bare metal underneath and then painted red and Waxoyled before it was placed back on the chassis in June 2013. Stainless steel fixings were used throughout to secure the body to the chassis, and for the new Day Mouldings wings. After a couple of £1,000+ quotes for professional body shops to do the minor preparation work needed and spray the four wings, valances and rear quarters, I decided I would have a go myself, and I'm pretty pleased with the cellulose colour match I achieved and the blending against the 49-year old finish on the main body.



⤴ Period Ever Ready Sky Tourer picnic radio was a £2 car boot find. 6V VDO rev counter is perhaps redundant on this 40-horse stocker but certainly looks the part



5 JUNE 2006
Work gets underway on the chassis repairs



6 OCTOBER 2006
Primed up and ready for some top coat



7 APRIL 2010
Floorpan all finished and ready for the body



BUILT AT HOME 1965 Beetle

> Big and little tyre combo adds to the subtle front end drop

✓ Judson magneto is just for show. NOS Fram bypass filter was an eBay bargain



“Rock solid, matching numbers, totally reliable and safe”

The interior is original and in great condition, having clearly been looked after during its 72,000 miles / 18 years of use. My only additions are a 6V VDO tachometer mounted onto the parcel shelf and a 6V Sapphire radio with correct face and mounting plates from the USA.

I contacted Eric in April again this year and sent him photographs of the finished car. He is 85 now and suffering poor health, but he really appreciated my contacting him as he is putting together an archive of his time at the VW garage and of the many cars that passed through his hands. The photos showed the car wearing blade bumpers and overrides (I doubt he would welcome the nerf bars I have now replaced them with!) and he said he was not keen on the BBT Sprint Stars, but acknowledged they could easily be replaced.

TOP RESTO TIP
Do your research and buy quality parts. Oh, and lock pets inside when you're spraying your new wings. Ruby Red looks better on the car than on Angus the cat!

My car is now just how I intended it to be – rock solid, matching numbers, totally reliable and safe. Apart from the engine's bottom end rebuild, I've done it all myself and am pleased with the patina and overall 'old-school' theme that has been achieved. The car passed its MoT first time and Stanford Hall this year was its first time on the road for 31 years and I'm pleased to say it didn't miss a beat.

I need to thank Jon Abbott of JAVA for sourcing endless parts, as well as for his advice over the last couple of years. A shout out too to my wife and kids who I suspect thought it would never come together, but now love it.

The only snag is that now it's done I'm hankering after my next project. I've had two 1303 Karmann Cabriolets before, but fancy an early one – possibly a '66, as that's the year I was born. Anybody interested in a part-ex? ■



9 MARCH 2011
Freshly painted inner arches look fab in Ruby Red



8 JUNE 2013
As do the fronts. solid where it counts, original elsewhere



10 JUNE 2013
You can just make out the repaired rear quarter here

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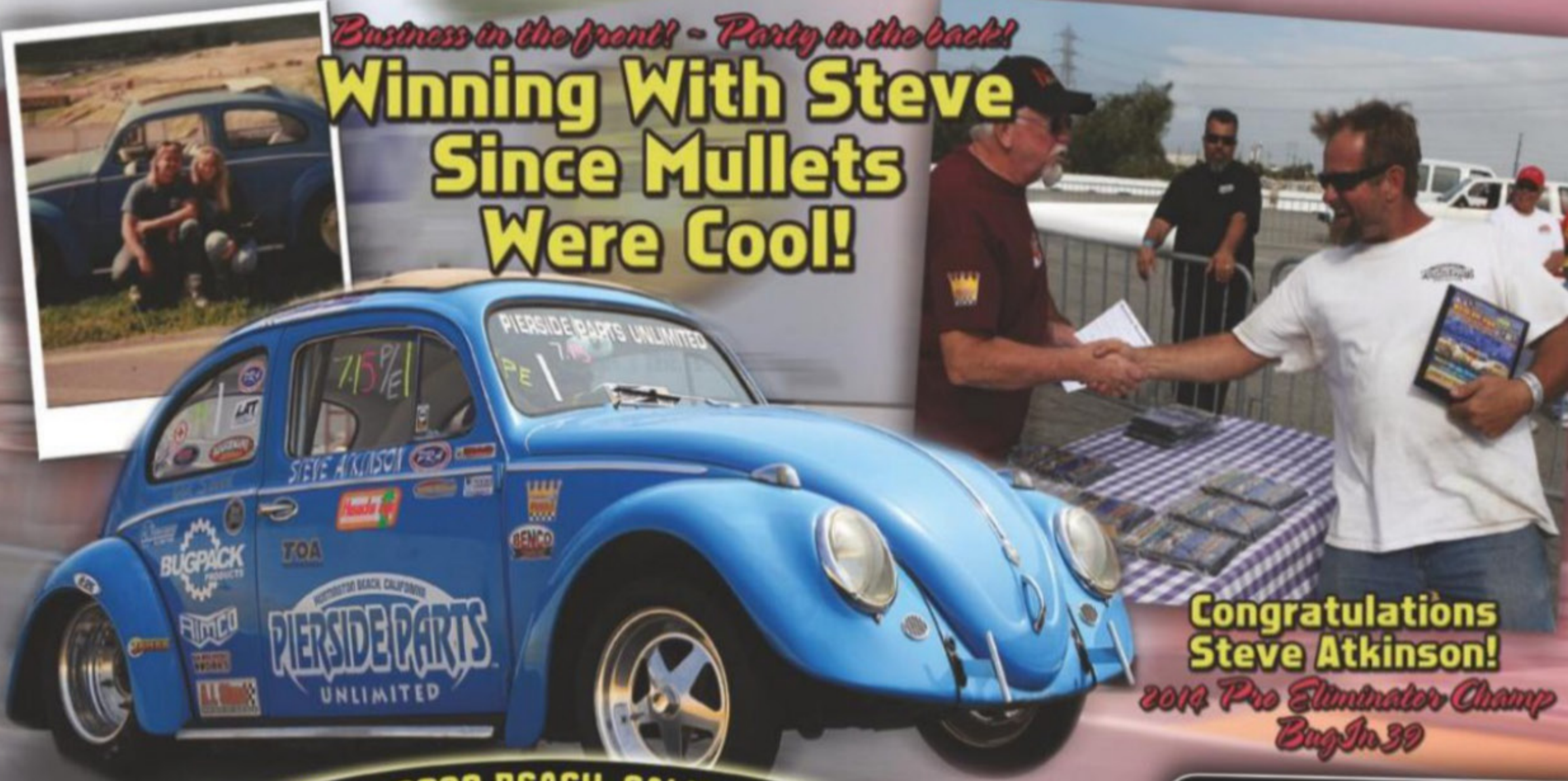
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£12,500



74 Westfalia Camper

rust free from California, lowered, dropped spindles, Fuchs, 1800cc strong motor, original interior. Some dings and dents but very cool bus. Ready to go.

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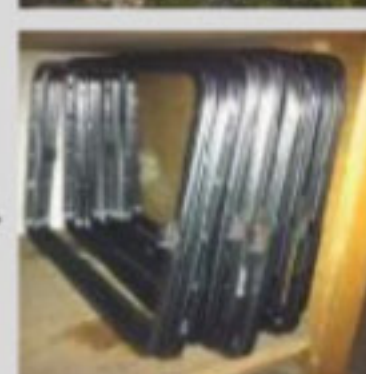
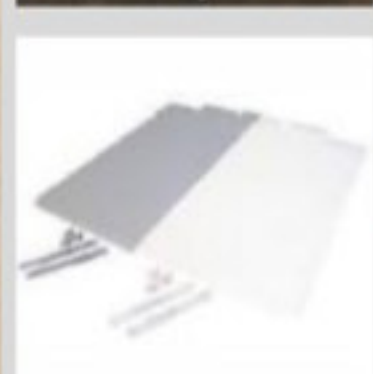
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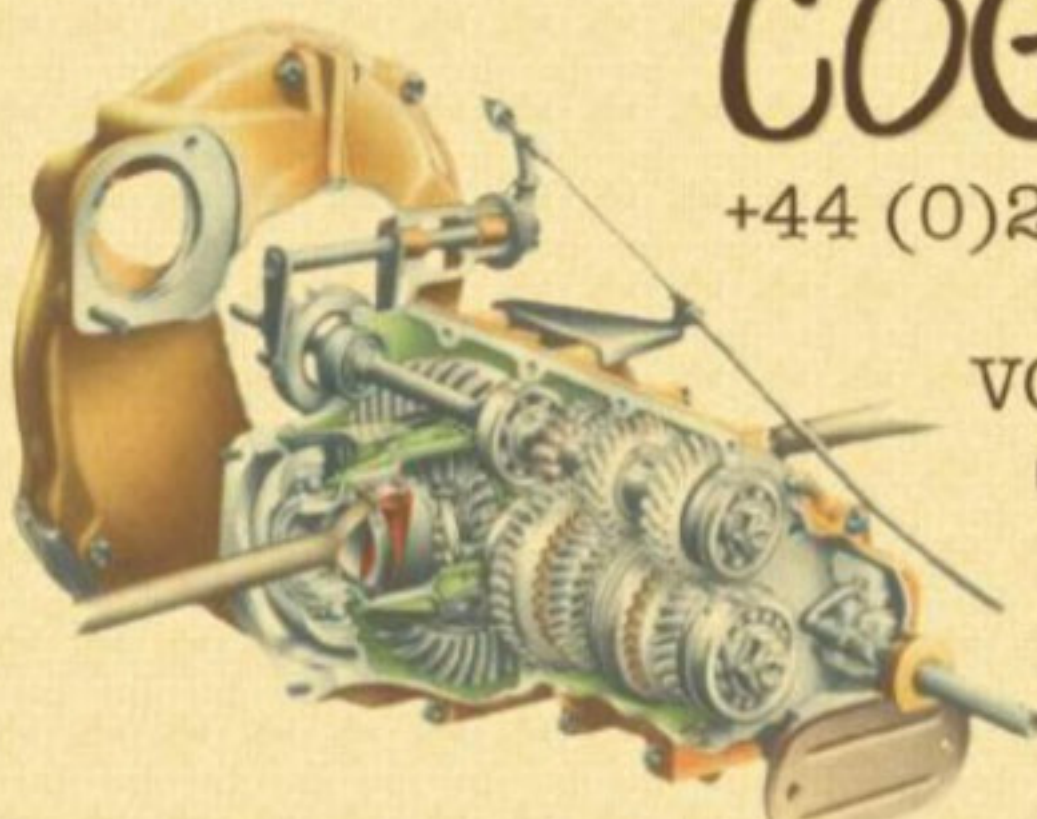
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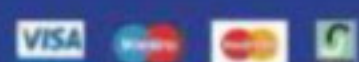
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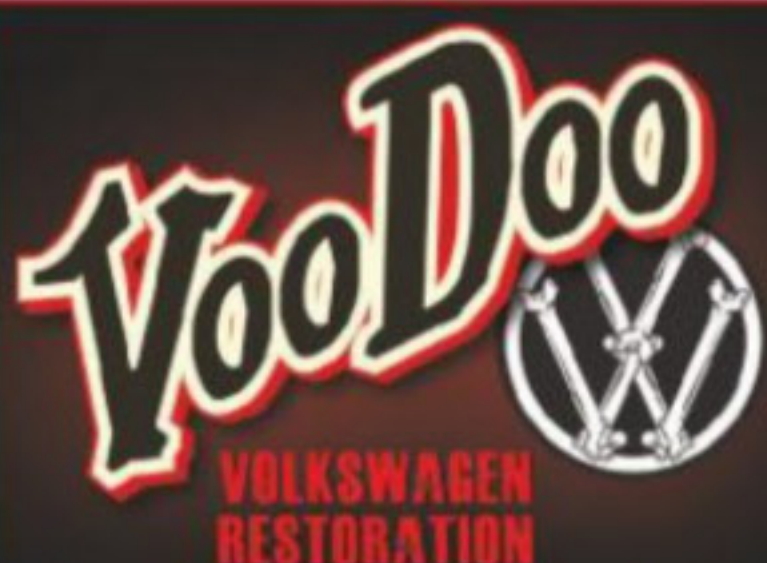
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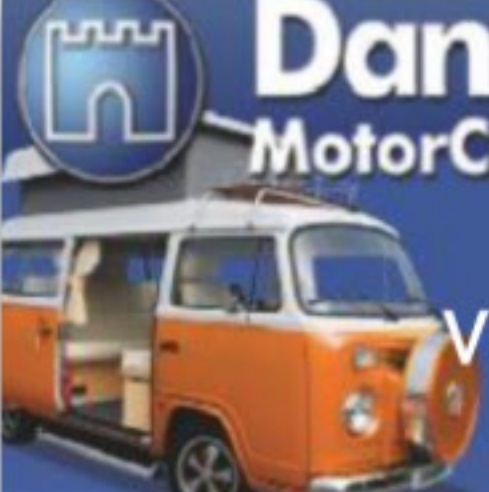
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Beetles



Classic Beetle

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1971 1300 Beetle

New floor pan/heater channels 2008, solid bug, good engine (1192cc). Currently SORN needs work for MOT (generator and front suspension). Some rust issues. E-mail for more details and pictures. Mileage: 96200, Price: £1000, Southern England, Tel: 07928 276 012, floweryandbright@outlook.com



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Rare VW Beetle 50 Jahre Käfer. Swap for Modified or Cal look Beetle. Very clean 50 Jahre Käfer Beetle. This VW beetle was made to commemorate 50 years of the vw beetle production. 1000 L/H/D were made and sent to Germany. The UK Dealer imported her NEW and resprayed the car Red & White. Skellys also did a "Blue one" which was a 50 Jahre Käfer. I have have information to confirm this and now waiting for the VW Museum to send manufacturer history. MOT July, Used everyday no issues. Stvbarden@aol.com Swap for modified beetle, This one really needs going back to Silver. Mileage: 91000, Price: Offers London, TEL : 07581423968, stvbarden@aol.com

Camper & Vans



1960 VW Split reg 1962 UK

Nut & bolt resto/waxoil 2008, lots pics, receipts, garaged, orig handbook, 2 x r/racks with waterproof custom zipped storage bags, safaris, new interior, 1600 recon engine 2010, front discs fitted, fuel gauge, small rear window, stereo usb/radio/aux, leisure battery A1 condition. £32,500.00, Southern England Tel : 01202 632333 / 07775 928282, richard@meridianleisure.co.uk



1974 VW BAY - IMMACULATE

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1964 VW Split Screen Camper

RHD. 1500 engine. 12v. Sidmouth conversion with original cooker, fridge and awning. owned since 1990, Restoration completed in 2013 (photos available from each stage), Price: £35,000, Southern England, Tel : 07973 213353, Email Address: pedhannan@gmail.com



Stunning cadbury purple & silver 1973 VW T2 Late Bay

Gorgeous T2 that is always loved and admired at shows. She is a real one-off, regularly used as a wedding/prom vehicle. VW enthusiasts are always asking why we haven't entered her in the Show & Shines. She has also been used for photo shoots, videos and featured in magazines. High spec interior, Propex heating system, Parrot audio system, drop down 24" TV/DVD (360 degree aerial), 3/4 rock & roll bed, wardrobe, cupboards, multi gas sensor, LCD colour changing lighting system at rear and also at front. 3 way fridge, gas 3 ring burner, sink with cold water tap. Poptop with customised purple/silver material. Bodywork in excellent condition for a UK registered vehicle, tax exempt as made in 1973, has been a complete nut & bolt restore 3 years ago. 1671cc twin carbs recon engine which has only done 3500 miles, been fully tuned on a rolling road, 85bhp, has a fire suppression unit, presently fitted with tracker, Autowatch 457 alarm system, everything is wired to the 12v leisure battery, everything independently fused. 240v hook up as well. 12 months MOT. She runs perfectly, is used regularly, we have loved our camping trips and shows in her. Everything inside is colour matching, cadbury purple and silver, this is all included in this sale. Mileage: 3500, with new recon engine, £ 27500 ono, Eastern England, Tel: 07989134472, Email Address: roy@manor-windows.com



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1970 T2 Camper Van

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Classic vintage 1969vw camper van

Vintage 1969 Californian import early bay camper, original paint, non welded, LHD, many original features, many new parts, rare sportsmobile pop top, rock and roll bed, chunky Bridgestone tyres, recon engine, recently re lacquered and under sealed, tax exempt, 12 month mot, paperwork for repairs and parts etc, very sound and reliable vehicle. Mileage: 99883, £13,000. Ono, Eastern England, Tel : 07788288611, Strawberryjam865@btinternet.com



1964 SPLITSCREEN CAMPER

Classic Camper, Van or Bus (Split and Bay Window), LHD with lh loading doors, 1776cc twin webbers Narrowed front beam. Irs, BRM alloys, one off wooden interior, roof rack plus much more. 07901853555, £21,000, Southern England, 07901853555, ryski-vw@hotmail.co.uk



1981 T25 1.6 AC

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VW T25 Campervan

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1963 Split

1963 Cali import. Totally rust free, fresh paint and interior. Completely standard beautiful example of this classic. Photo restoration completed. Private seller, £25000, Southern England Tel: 07764 857129, pr_harvey@msn.com



Volkswagen T25 Trident

Auto Sleeper Hi Top 1.9, Full VW Main Dealer service history with invoices and all M.O.T's 1988 model in Pastel White with 9 months M.O.T Outstanding condition the best you will find 1 previous owner, Mileage: 68225, £11850, Midlands, Tel : 07900 804204, mjcjcj2009@aol.com

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VW CONVERSION. I don't know much about it except that it was built in 1973-74 with a conversion kit called the Superbugger. We just put in a new motor. It has a refrigerator stove sink and shower. People go crazy when I take it places. Price: £19,000.00, TEL: 707 934-5444 donnanordby@mac.com



1960 Split Screen Crew Cab

Ex Rust Box: Kieft en Klok 1960 split screen crew cab. This BWA bus has had extensive work with over £22000 invested, excluding labour. It runs a 2276cc engine with Rancho Pro Street gearbox, front CSP disc conversion and with air adjustable shocks – sensible offers considered. For further details email sallywootton@orange.net or phone +44 (0)7817626657, Mileage: 40,173 miles, Sensible Offers welcomed, Northern England, sallywootton@orange.net

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Flat-4 ski rack for a VW Beetle.

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Cabrios & Convertibles



VW Golf GTI Karmann Cabriolet

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Richard Gunn

T

oday, Dr. Carl Horst Hahn is *Chairman Emeritus* of Volkswagen, having led the group from 1982 to 1993. And while this era was a very prosperous one, with car manufacturing totals jumping from two million to 3.5 million vehicles during his tenure, it's his earlier years in America that were really significant for the company. For his time as President of VWoA (Volkswagen of America) marked such an explosion in Stateside sales that it led to him being nicknamed 'Mr. Volkswagen' by enthusiasts. The reason you may not have heard of him is because he was mainly responsible for shifting water-cooled Volkswagens. But between 1959 and 1965, it was air-cooled models that were flying out of the American showrooms and, as we all know, they're much more interesting.

Born near Chemnitz in Saxony, Germany, in July 1926, this son of a senior manager at DKW and Auto Union (later to become Audi) studied business administration, and bolstered his education with periods in Britain, Switzerland, Italy and France. That all led to him securing a job with

the Organisation for European Economic Cooperation in Paris and Brussels as an economist. However, in summer 1954, on the urging of his father, he wrote to then Volkswagen chief, Heinz Nordhoff, with his ideas for the European car industry. Nordhoff disagreed with much of what he said, but clearly liked him enough to suggest he visit Wolfsburg when

he was next in the area. Carl did, and then didn't leave. He was offered a job as Nordhoff's personal assistant and even lived at the Nordhoff family home for a while. Lack of work – for Nordhoff liked to do almost everything himself – led to him being appointed the export department's Head of Sales Promotion. But while Nordhoff was receiving treatment for ulcers in New York City in January 1959, he summoned Carl to join him there. His employee promptly flew across the Atlantic to be told that his boss wanted him to take over the



From PA to the biggest cheese of all, Carl Hahn knew Volkswagen inside out

fledgling Volkswagen of America network. "I was overawed," he admitted later.

Before Carl arrived, there were rumours going that the whole US organisation was going to be shut down. Instead, he revitalised it, unifying the then separate east and west coast into a whole. This meant dealerships and service facilities could be standardised, expanded and modernised, which made Volkswagen look slick, up-to-date and organised. Sales began to rise. The 120,442 Beetles and Karmann Ghias and 30,159 Transporters sold in the year Carl took over represented just under a quarter of all US vehicle imports. By 1961, 46 per cent of all imports were Volkswagens, and two years after that the figure was 69 per cent.

A big factor in this success was Carl's belief in advertising and marketing. It was he who appointed Doyle Dane Bernbach to spearhead national campaigns, insisting on 'truthful' advertising, with an element of humour. By not glamorising the vehicles, they went completely against the grain of US advertising at the time, but the realism seemed to strike a chord with potential customers. "The key to Volkswagen's success is simple," Carl revealed in 1961. "An honest product aimed at satisfying a basic consumer need will always sell. It would be completely out of character for our advertising to be anything but direct and straightforward."

When Carl was called back to Europe in 1965, US sales were 351,708 cars and 36,884 Transporters. That's quite a rise in just six years. He took over the post of Head of Worldwide Sales and Service, but departed Volkswagen in 1973 to captain Continental Tyres. He was back at Wolfsburg in 1982 though, this time as Chairman of the whole conglomerate. Ironically though, while he grew worldwide sales as a whole, US sales declined markedly during his spell at the very top. In Europe though, he acquired SEAT and Škoda, helping turn Volkswagen into Europe's largest car maker and, in the process, two flagging brands into premium ones. He even turned detective and uncovered an inside foreign exchange fraud. Following his retirement in 1993, he became a popular public speaker. It seems many people want to hear the experiences of Mr. Volkswagen. ■

"An honest product aimed at satisfying a basic consumer need will always sell"

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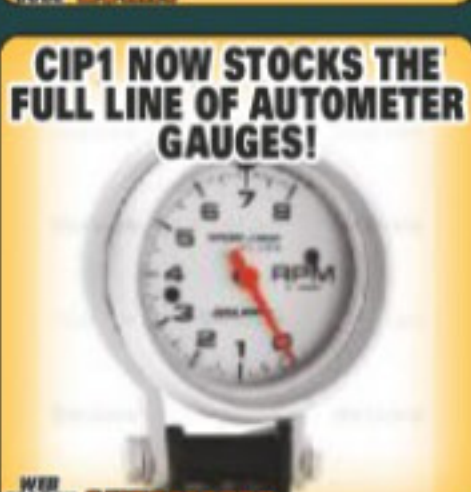
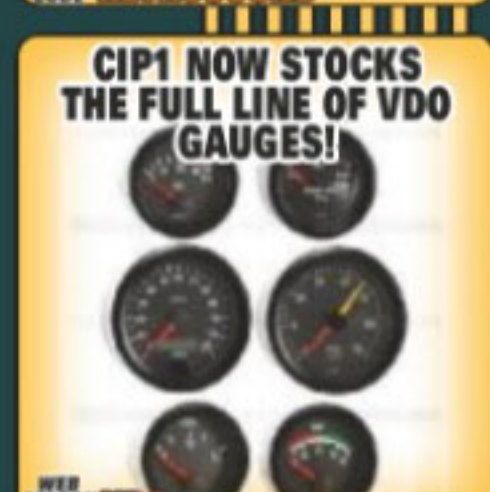
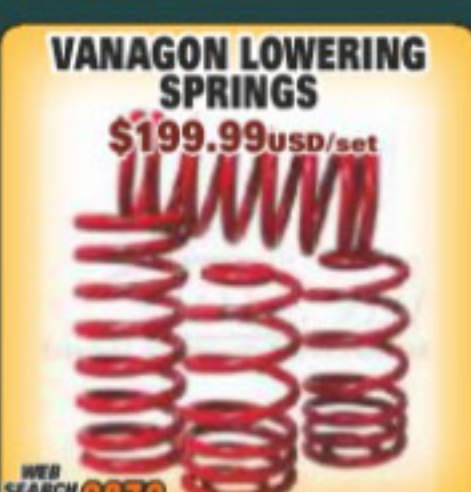
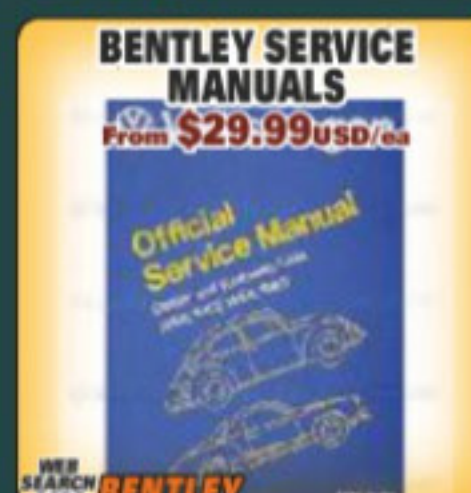
VW history – How Volkswagen built its dealerships





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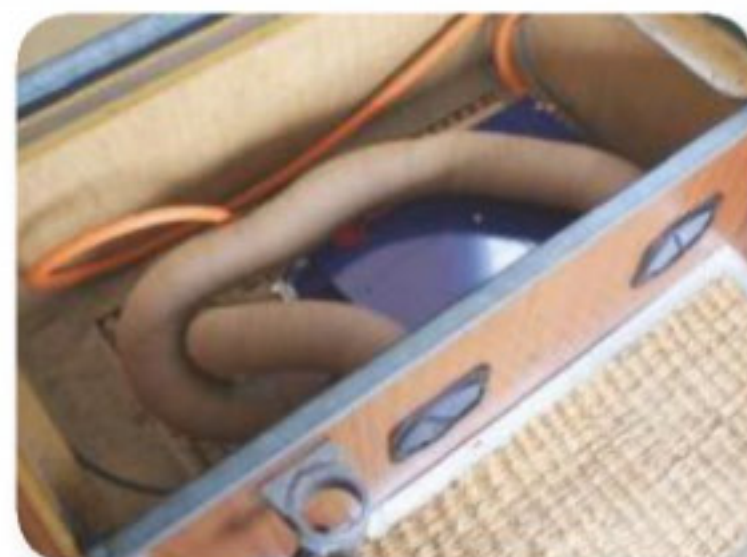
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